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OCTOBER 2001

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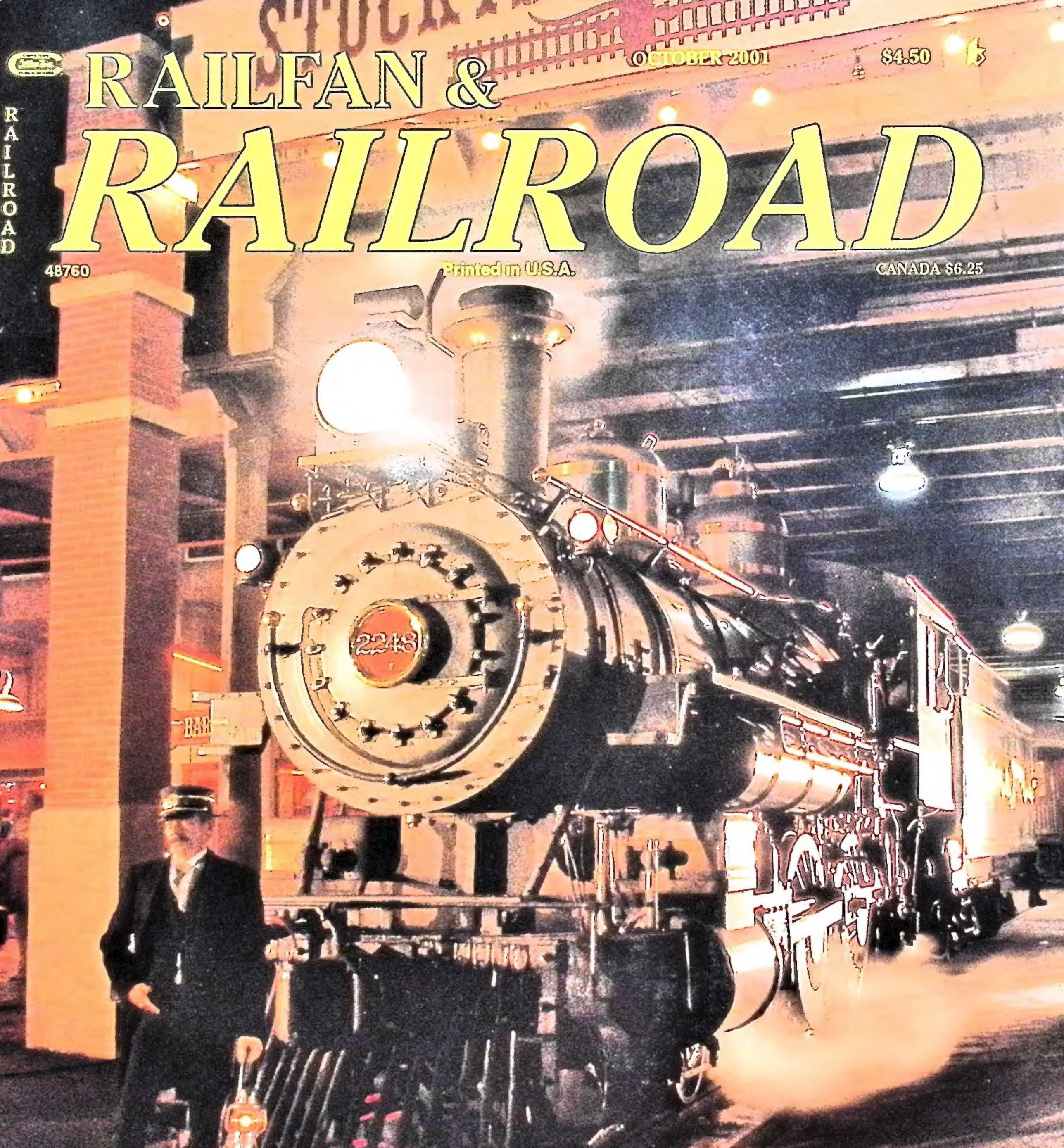

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The past and present meet on the Fort Worth & Western

Through the years on Tehachapi

TRAINFANS, INC.

New Fall Releases

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New Jersey Rails Volume Four

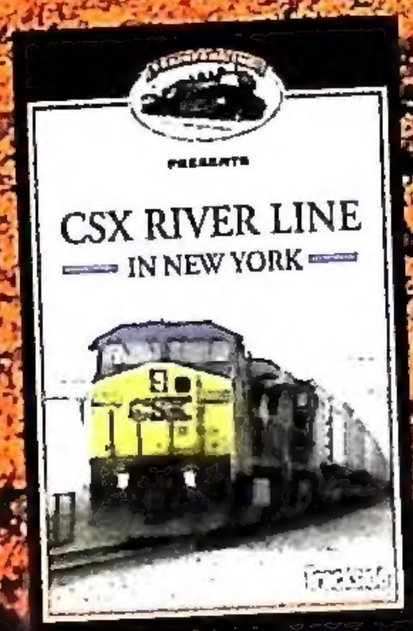
This release starts with the joint CSX/NS Line catching action at Clark, CP Potter, South Plainfield and Port Reading Junction in Manville. We see a variety of CSX & NS units powering manifest and intermodal trains as well as many Conrail and leased power units. Next we head to the Northeast Corridor and catch some fast paced electric action at locations including Metropark, Metuchen, Edison, New Brunswick, Jersey Avenue Station, Princeton and the busy mainline station at Princeton Junction. Many types of Amtrak electric locomotives are featured including AEM-7, E60, HHP-8 and as a bonus, the Acela Express train. NJ TRANSIT arrow MU's are also highlited in this tape. This release is approx. 70 minutes in length.

Norfolk Southern Reading Line

This tape features action on Norfolk Southern's busy Reading Line which runs between Allentown & Reading, PA. Action was shot near Allentown Yard westward to CP Burn, Emmaus, Macungie (where there is a small railroad park under construction), Alburtis, Mertztown, Topton (where there is an old Reading depot being restored), Bowers, Fleetwood, Blandon, Temple, and CP Belt located just north of Reading. Lots of NS motor power is seen, especially the C40-9W units. Also featured are units from CSX, Conrail and Canadian National which are used on a manifest freight between Allentown and Toronto, Canada. All scenes shot were shot on a sunny spring weekend April 2001. This release is approx. 70 minutes in length.

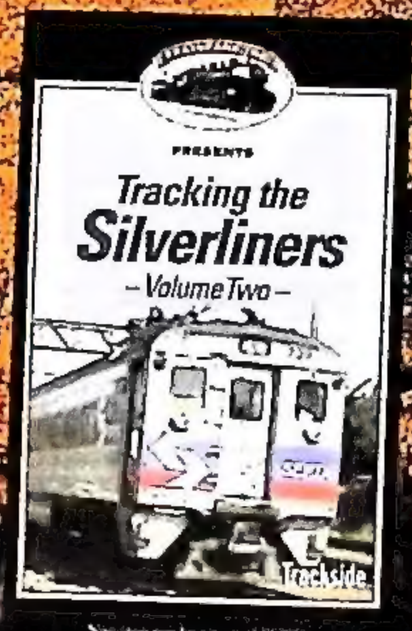
Wings and Triple Track

This action-packed, two video trackside set features heavy Union Pacific on the busy Nebraska mainline from Fremont to the North Platte area. With the "WINGS" prominent on the new SD70M units, we provide a great view of the triple track main west of Gibbon Jct. to North Platte. Locations include Fremont, North Bend, Schuyler, Richland, Columbus, Duncan, Clarks, Central City, Grand Island (where a busy BNSF mainline passes over UP with coal trains featuring colorful Heritage 2 painted SD70MAC's), Alda, Wood River, Gibbon Jct., Gibbon, Kearney, Odessa, Elm Creek, Overton, Lexington, Darr, Cozad, Willow Island, Gothenburg, Buttermilk Curve, Brady, Maxwell and locations around North Platte's Bailey Yard. We conclude with heavy evening action on the mainline west of North Platte at Hershey. The UP E9 units are being towed via freight along with vintage steam and diesel power seen at some of North Platte's city parks. On the multi track mainlines, some overtakes, triple meets and races are seen. Each release is approx. 90 minutes in length and was shot in May, 2001.



CSX River Line in New York

This trackside release captures the CSX River Line in New York State locations featuring one of the busiest single track mainlines in the country. We see lots of action at Valley Cottage, Haverstraw, West Haverstraw, Iona Island, West Point, Storm King Mountain Overlook, Newburgh, Highlands, West Park, Kingston, Saugerties, Alsen, Coxsackie, and the Selkirk Yard area. Many different types of CSX units are seen including several, powerful AC6000CW units, former Conrail blue units and foreign power from BNSF and Union Pacific. We also capture a surprising Union Pacific SD70M with the dazzling "WINGS" herald leading an intermodal train. This release is approx. 90 minutes in length and was shot in April, 2001.



Tracking the Silverliners Volume Two

Volume Two features trackside SEPTA electric action at Pennsylvania locations including Glenside, Elkins Park, Melrose Park, Fern Rock, Daylesford, Paoli, and Malvern. Many Silverliner IV MU's are seen along with the former PRR Silverliner III, and former PRR and RDG Silverliner II equipment. The MU's have been painted into an attractive rainbow paint scheme recently adopted by SEPTA. In addition, SEPTA's AEM7 electric locomotives are seen pulling Bombardier push pull train sets as well as Amtrak Genesis diesels powering Keystone Service trains. This release is approx. 70 minutes in length and was shot in April, 2001.

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RAILFAN & RAILROAD®

Contents

OCTOBER 2001 / VOLUME 20 NUMBER 10 RAILROAD / founded 1906 / volume 123 number 7

Features

6 **Confessions** *by Steve Schmollinger*
So you think you want to write a railroad book?

30 **Fort Worth & Western** *by Ken Fitzgerald*
A Texas short line that's both contemporary and antique.

39 **Soaring Across the Delaware** *by Michael T. Burkhart*
This Philadelphia landmark still carries modern rapid transit.

40 **Streetcars Are Alive in the City of Roses** *by Steve Morgan*
Portland, Oregon has opened a brand-new streetcar line.

44 **Logging Lokey Revival** *by Martin E. Hansen*
Two Pacific Northwest veterans return to steam

46 **The Monsters of Tehachapi Pass** *by Dave Burton*
Over the years, the biggest power has fought Tehachapi's grades.

In Focus/news-features
10 Erie Bypass Ahead of Schedule *by Steve Gerbracht*

Departments

4 **Publisher's Desk**/commentary *by Hal Carstens*
12 **Fanmail**/letters from readers
14 **Timetable**/railfan events guide
19 **Camera Bag**/guide to railfan photography by *Jim Boyd*
20 **Videos**/videotape reviews
22 **Lineside Legacy**/preservation news *by Jeff Terry*
23 **Drury on Board**/commentary *by George H. Drury*
24 **Railroadiana**/product news and reviews
26 **Railnews**/news stories and photos
52 **Book Depot**/railroad book mart
54 **On the Menu**/dining by rail *by James D. Porterfield*
55 **Railfun**/cartoon *by Curt Katz*
56 **Transit Currents**/transit news *by George M. Smerk*
58 **Museum & Tourist Line Directory**
62 **Markers**/editorial commentary
63 **Railfanning Is**/humor
65 **Advertising Index**/the railfan marketplace
66 **Final Frame**

on the cover

The location is Fort Worth's historic Stockyards district. The man in uniform is Fort Worth & Western conductor Steve Clark, a veteran Santa Fe engineer. The classic 19th Century locomotive is FWWR's ex-Southern Pacific Ten-Wheeler No.2248. Ken Fitzgerald tells the story of the Texas railroad that's both old and new starting on **page 30.** Photograph by Ken Fitzgerald.

Publisher's Desk

St. Louis Union Station

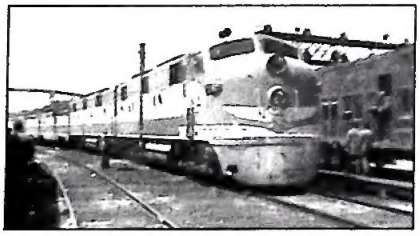
I'D BEEN AT THE CAMP REYNOLDS, Pennsylvania, replacement center for about two months when orders came through that we were shipping out. The next day, carrying our duffel bags, we boarded trucks for the short drive to the train loading area where we were assigned space in waiting Pullman section sleepers.

Rarely did the travelers on a troop train know their final destination and rumors always floated around. When I'd left the Fort Dix Reception Center nearly a year earlier, rumors had it we were going to an infantry basic camp in Georgia. As proof, our sleeper was equipped with screens and this was early December. The next morning we awoke to look at the ice covered fields of Indiana and that evening we were at Camp Grant, near Rockford, Illinois. Never believe rumors or unsigned rail items on the World Wide Web!

The next day we crossed the Mississippi into Missouri and our train stopped perpendicular to the stub ended St. Louis Union Station. There we sat. Guys slept in their seats. They read magazines. They played cards. They talked.

I finally dug into the bottom of my duffel bag and pulled out my 35mm Argus which was loaded with black & white film. I hopped off the train, as did a few others, and started shooting everything that came in sight. Remember, this was 1944 at the height of World War II. Rail photography had been sharply curtailed and anyone caught taking pictures of vital rail installations, such as St. Louis Union Station, would have been hauled off to the pokey quickly as a Nazi or Japanese spy, maybe both!

The parade of power that trundled by was amazing. Almost every Pennsy train was powered with doubleheaded K-4s Pacifics, including Raymond Loewy designed streamlined power. New York Central trains were handled by Hudsons and Pacifics. There were trains of the B&O, Frisco, Wabash, MoPac and Chicago & Eastern Illinois. Switchers of the Terminal Railroad Association were everywhere, mostly chunky 0-6-0 and 0-8-0 types, with a few EMD and Alco diesels also in view.



Most of the parade was handled by steam, but a Missouri Pacific *Eagle* growled in, with a sleek new EMD E unit on the head end. Several Frisco Firefly Pacifics, stylized with sheet metal, were also in evidence. Missouri Pacific 728, an EMD gas-electric also growled by.

Our stay behind Union Station lasted about four hours. We'd dropped off a few cars and picked up several more, all bound for mysterious destinations. We were finally told to get back on board. The next day our journey ended in Abilene, Texas, at Camp Barkeley, where I would discover the Texas & Pacific, Abilene & Southern and the red Texas prairie. It still all seems like yesterday.

St. Louis Union Station is now a tourist mecca and Amtrak uses a small modern station nearby. St. Louis is still a great railroad town and recently housed both the NRHS and NMRA national conventions. The steam power of yesteryear continues to serve the venerable train shed in the memories of those who passed through during those war years.

NOTE: At the NMRA convention, Publisher Carstens presented a slide clinic on St. Louis Union Station, with views from the 1944 troop train stop, a vacation fan trip in 1949 including a ride on the TRRA employee train, and slides of the NMRA 1970 national convention and fan trip on the TRRA.

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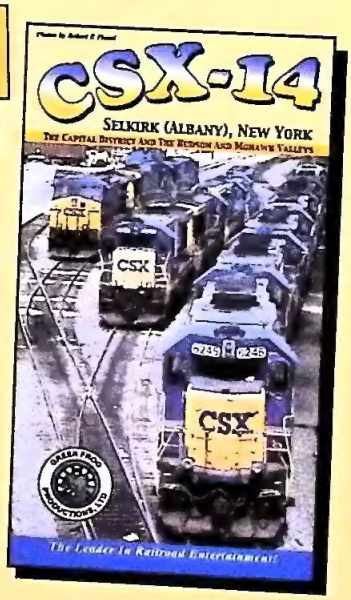

Green Frog continues its exciting series covering **CSX**, as photographer Rich Kugel takes us on a spectacular tour of the former **New York Central** lines that serve Albany, New York. The hub of **CSX** operations is the sprawling **Selkirk Yard**, located just south of Albany. In addition to viewing the yard itself, we will explore the **CSX** lines that converge into this tremendous facility including the River Line, the Hudson Line, and the Boston Line. We will then head west along the legendary Chicago Line and witness a non-stop parade of trains. The scenery is among the finest to be found anywhere in the East, including the Hudson River, the Berkshire Mountains, and the Mohawk Valley. In addition to **CSX**, we will also enjoy trains of **Conrail**, **Amtrak**, **MBTA**, **Metro- North**, **New England Central**, **Canadian National**, and **Canadian Pacific**. The action was captured during all four seasons, from the lush foliage of spring and summer, through the brilliant colors of autumn, and finally, to the bone-crunching cold of winter. The Hudson River resembled the tundra, as it froze from bank to bank during one of the severest Arctic outbreaks in decades! ***Approx. 60 Minutes Order #53201 $29.95 + s&h***

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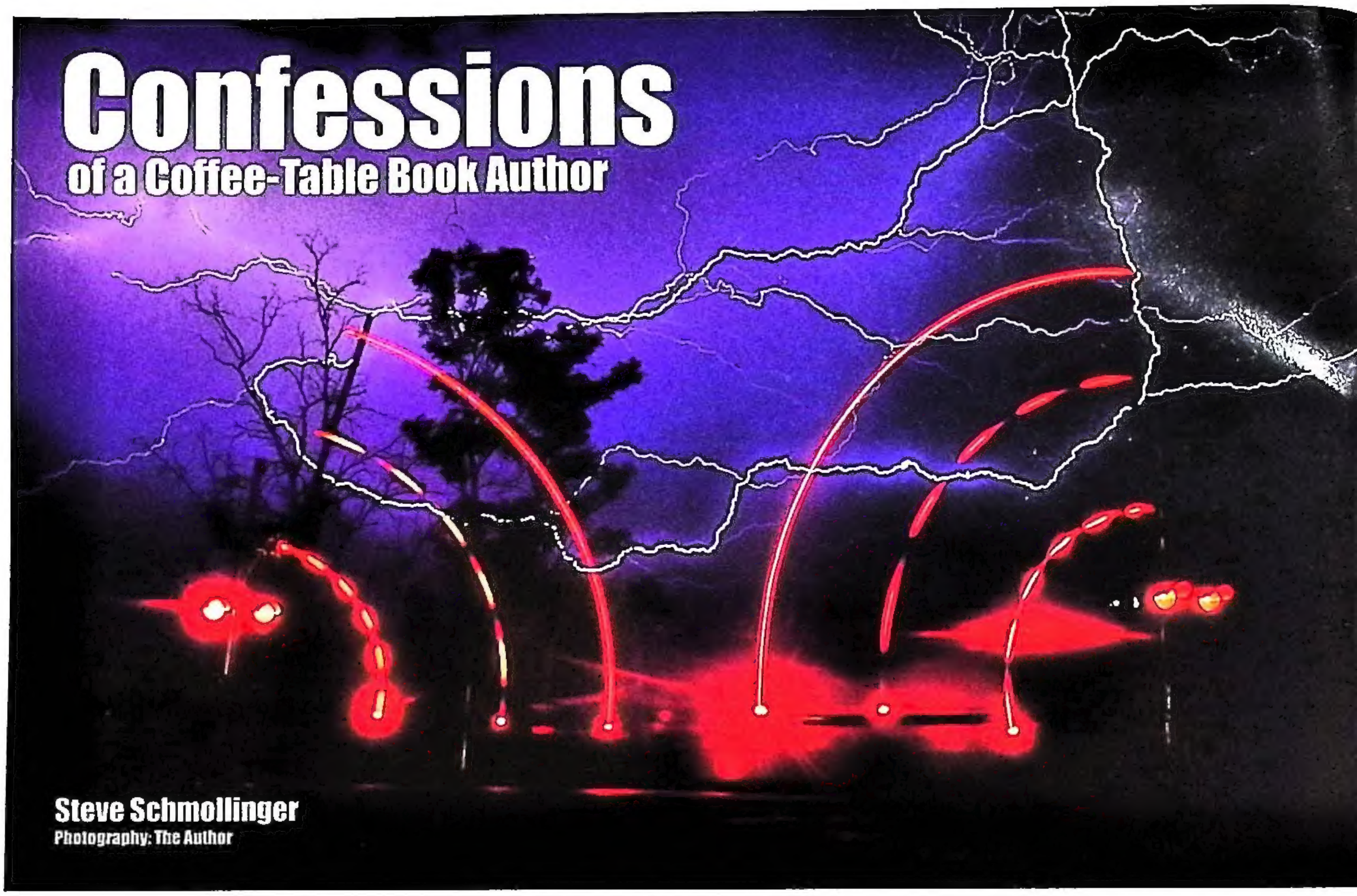
Confessions
of a Coffee-Table Book Author



Steve Schmollinger
Photography: The Author

BEEN THINKING of doing a book? Seems like a lot of rail-fans are "doing the book thing," doesn't it? In the past decade, rail-related volumes, many in full color, have sprouted faster than you can shake a stick at 'em. As one who has jumped on the book bandwagon, I'd like to share a few experiences and insights before you take that fateful plunge. Perhaps by sharing some of the joyful, as well as painful, moments I've found along the way, you'll know better what to expect.

Anyone who's prepared a fair-sized article or put together a slide show for the first time has probably said, "Gee, I didn't realize it took so much time!" It only takes 15 minutes or so to read or watch it, right? Take that preparation time and effort, multiply by a factor of 20 to 40, and you'll get a feel for the time required to put together a book. First you choose a theme, then you gather and weed through photos, do the writing, and —*voila!* — You're done, oodles of man-hours and a pair of bloodshot eyes later. I don't say this to sound like a martyr or masochist, but by way of friendly advice. Weigh the cost before you embark on a book project. Before you sign with a publisher, be prepared to dedicate a lot of time, make some significant compromises, and even throw some money into the pot to get it to completion.

ABOVE: **Lightning blazes brilliantly behind the crossing gates at Marana, Arizona, in August 1998. This shot was used in *Desert Railroading* because it embodies the dynamic nature of the desert.** BELOW: **Eastbound light engines in the foreground and a distant pair of westbounds congregate near Summit on California's Cajon Pass in January 1996. Also used in *Desert Railroading,* this photo illustrates the situations faced by dispatchers on the Pass.** OPPOSITE: **An eastbound freight approaches Tunnel 9 in the Feather River Canyon on March 1, 1996. This was the cover of the author's Feather River book, selected because it captures the essence of railroading in the Canyon.**

Doing a book is about as close as a man will ever get to giving birth. *Tehachapi: Railroading on a Desert Mountain* took a little over two years to prepare for publication, *The Feather River Canyon: Union Pacific's Heart of Stone* took just shy of two years, and *Desert Railroading* about three. I wrote much of the first two books on a laptop computer while commuting on BART, figuring it was a better use of my time than counting mileposts. Do the amounts of time quoted above sound fairly modest? Well, hold on. They don't represent the total time that elapsed from the signing of the contract to the date the book was published, but only the time the author spent researching, gathering and selecting photos and organizing them, and writing the body and caption text. With two of the projects, the publisher I had originally signed with eventually backed out after most of the photo selections and writing were done. Although I now view those turns of events as blessings in disguise, they sure didn't feel like it at the time.

I'll relate another observation: Not all publishers are created equal. Some seem to prefer that an author come to them with a finished product, that is, a package all ready to be published. By accident, that's what I had after a couple of my original publishers bailed out. I would prefer not to do it that way, since it involves spending a lot of time and money on a project that may never come to fruition. But I was ultimately able to find others interested in projects I'd already begun, and what's more, I could show a manuscript and photos, which, as it turned out, were major vehicles with which to catch their eye. They could read it through or put images on a light table and say, "Yeah, I like what I'm seeing!" You can't do that with an idea alone. However, there are publishers who are willing to sign a contract for the finished "publishing package" to be delivered at a later date, usually no more than one to two years from the date of contract execution, based solely on an idea or concept.

Of course, since he's making a major investment, the publisher wants a title that will sell. You may propose a title or theme that's extremely interesting, for which you have some of the most beautiful photos ever captured, but if the title alone is not going to grab people's attention to the point where they'll plunk down some cash, keep racking your brain. As an example, I had compiled a hefty load of images from the valleys of central California, images I felt people would like to see. But was this a title that would sell? Well, ask yourself, "How many people (read 'railfans') would pay good money for a book on railroading in central California, illustrated mostly with contemporary photos?" This is more or less the way it was put to me by a prospective publisher, and I had to agree that, at that particular time, it wasn't too promising.

One thing that's helped me hang in there to the bitter end with projects is working with subjects I was actually excited about. I've loved Tehachapi since I first visited it, although I must admit that driving 265 miles down arrow-straight Interstate 5 once or twice a month for a couple years was less than exciting. Then there was the Feather River Canyon, whose beauty and ruggedness are well-known, and distinct enough from the open-range feel of Tehachapi to be a change of pace.

Most recently, there's the desert book. I love the desert. To me, when the smog's not blowing in from Phoenix or L.A., it's one of the most beautiful places on Earth. This may seem downright strange to the folks who think of unrelenting heat, lurking rattlesnakes and bothersome cactus first and foremost when the word "desert" comes up. But trust me, there really is much more to the desert than that, including a rich history, both geologically and in the form of Indian tribes, pioneers and railroad builders. Perhaps the book's chapter titles intimate the desert's multi-faceted personality better than I could here: "In the Wake of Emigrants," "Railroads in Sand and Rock," "Oasis," "Grades in a Desolate Land," "The Desert After Dark" and "Along the Mother Road."

With *Desert Railroading*, I took a

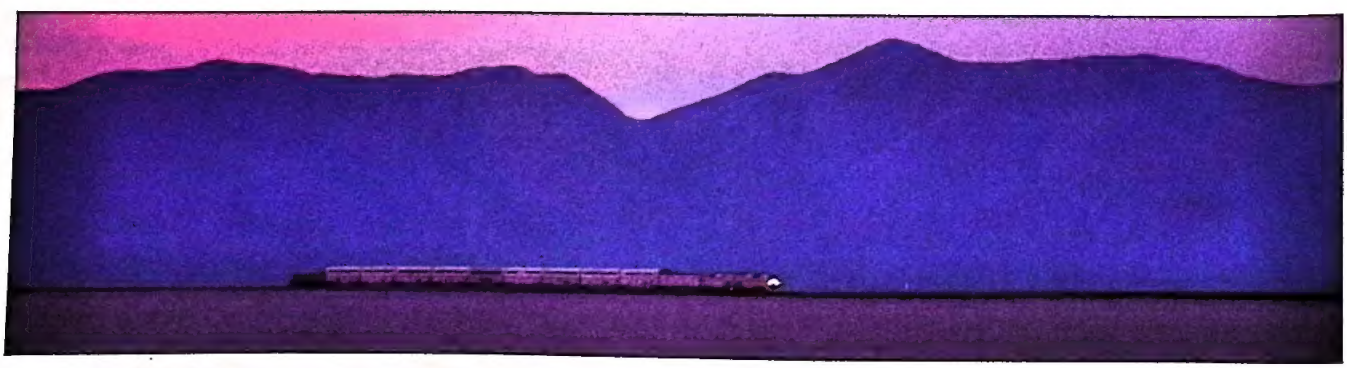
slightly different tack from the previous endeavors. Although I solicited help from fellow photographers as with the other two books, I felt the desert warranted more research to help convey my love of the land. This took a lot of time, as my wife will attest, as well as a new computer. The public library system made effective research possible. It's simply incredible how much information is available if you ask and search for it. Since the time that *Desert Railroading* was written, the Internet has become another good source of information, although perhaps not yet as deep and extensive as what you'll find on library shelves. But it seems the info available on the 'Net is increasing daily, making it that much easier and faster to obtain, or at least find out if it even exists and where it can be found.

I recall a conversation with Mark Hemphill when he was working on his *Union Pacific: Salt Lake Route* that turned unexpectedly to the topic of information sources, and feeling somewhat surprised to hear him admit he had come to like doing research more than taking photos. "How could that be?" I thought. "Research is a drag!" After *Desert Railroading*, my opinion of sifting through scores of dusty tomes for relevant information changed. To most foamers, research is as much fun as a poke in the eye, but when you're assembling a volume on something for which you have an intense affinity, it becomes a labor of love.

In some ways, the research process for *Desert Railroading* was an end in itself, since it gave me a much better understanding and appreciation of the accomplishments of those who have crossed and explored North America's arid lands. And it soon became obvious that the term we North Americans use so often to describe a fair chunk of the U.S. Far West, "the desert," is a bit misleading. To the uncaring eye, this huge area may look the same throughout, but in fact consists of four distinct deserts, the Great Basin, Mojave, Sonoran and Chihuahuan. As well as having some things in common, each has its own flora and fauna. (Boy, do I sound like a zealous triviaphile now or what?) Besides developing a better understanding of the land, doing research helped put the railroads in perspective and enlarge the interest they hold, because I now know more about the landscapes and outposts they skirt and penetrate.

Striking a balance between a volume where the photos dominate while both caption and body text are not merely window dressing is not an easy trick. It's now clear that I was a bit overexuberant in gathering information to help the reader gain a better appreciation of the land. There's only so much text you can stuff between two covers and still leave ample space for photos and all-critical white space. Of course, the publisher could simply increase the number of pages in the finished product to accommodate the author's unrestrained zest for material, *n'est pas?* Not! Each project has a budget, and to keep production costs down, the publisher has to limit the number of pages, and this number is usually less than what the author would prefer. It was excruciating to see so much information that had taken me months to find, extract and format for the book go by the wayside but, hey, that's part of the compromise. Moreover, any publisher worth his salt can apply the scalpel and still preserve much of a volume's literary value. He'll also garner praise from grateful authors who understand just what a high-wire act it is. Judge for yourself whether Don Heimburger was able to accomplish this in *Desert Railroading*. From my perspective, he came pretty close to the mark.

George Roth, the gifted graphic designer hired by Boston Mills to work with me on the Tehachapi project, related in one of our many transcontinental phone conversations that after you start laying out photos, you "get into a rhythm." When he first said it, I wasn't sure what he meant, but over time came to appreciate his insight. When choosing photos for each spread, there are several questions I try to keep in mind to get to that rhythm George mentioned. "How many images should this spread contain?" "Should they be day or night shots?" "What railroad do I show now?" "Should it be a telephoto or wide-angle shot?" "What colors should dominate the photos based on those just previous and immediately following?" "Do the next images need to focus on people to keep the human element alive?" "What chapter does this image belong in?" Oh yes, I almost forgot to mention the all-important chapter themes. Like the song titles in an album of music, they provide the framework for the work's



ABOVE: **An uphill Union Pacific manifest pierces Tunnel 9 in the Feather River Canyon this one-hour exposure lit by the moon. It was selected for the book on the Canyon for its simplicity — a straightforward composition showing the "footprint" of the train in the bowels of the Canyon.** OPPOSITE TOP: **Southern Pacific's oil cans pass a work train and a Santa Fe westbound at Woodford, California, on March 12, 1992. The author selected this photo for his Tehachapi book because it captured the rakish, "unitized" feel of the oil can train, the power and bulk the train exuded as it roared uphill, and the interaction it had with other movements on the hill.** OPPOSITE BOTTOM: **The westbound Sunset Limited rolls across Willcox Playa on the Sunset Route in March 1998. It was chosen for *Desert Railroading* because it conveys both the solitude of the Playa and the beautiful — but almost unnoticeable, passing of the streamliner across the desert landscape.**

flavor and flow. To a great extent, and this may be the aspect I enjoy most as an author, you have to "feel" when you've established a rhythm. Touchy-feely? Yep, it sure is, largely right-brain stuff. Purely subjective? Most likely, but it's precisely in this amorphous territory that the author gets to play artist, too. Taking the images of several photographers and molding them into a cohesive and flowing, and in parts startling, work, has to be one of the most satisfying aspects of "coffee-table" authorship.

Partly as a result of having three photo-centered works published, I've noticed some interesting things about film. First, different films reproduce differently on the printed page. Not a surprise, right? What I mean is that what you see on the transparency is not necessarily what you'll see when it's printed. In 1990, I switched from Kodachrome 25 to Fuji products, including Velvia and Fujichrome 100. Why did I switch? Kodachrome's palette was just too drab for me, and I didn't feel it rendered colors as viewed with the naked eye. Fuji's products, on the other hand, seemed more natural, rendering colors like those in the sky more accurately, and producing something akin to the "pop" in the colors of the original scene. That said, a second phenomenon observed in all three books is that K25 can literally shine on the printed page, despite however drab it might appear in celluloid form. Although perhaps not as accurate as Fuji's, K25's colors are rich, and it preserves the subtle gradations of the real enchilada. As Ted Benson put it in his review of *Railroading on a Desert Mountain* in a past issue of R&R, K25 has "incredible scale." A third observation is that separations or scans — the process that really determines how well colors will be reproduced — need to be very high-quality for K-chrome to shine through. Otherwise its hues and tones will die on the page. This is especially true of low-light images, which poor "seps" will turn to mud.

Before you send your package off to the publisher, have a couple of friends review the manuscript, both for decent grammar and accurate content. After you've personally read through it a million times, you'll probably be numb from the neck up, to the point you won't catch even the most glaring gaffes. Having another set or two of eyes look it over can save you grief and embarrassment down the road. There's another reason to have it reviewed prior to delivering it to the publisher. There comes a point, usually after the publisher submits the book to the printer, where it becomes very expensive to make changes. Depending on your contract, the publisher may charge the cost of such tweaks against your future royalties. The earlier you make changes, especially big ones, the better.

More than one publisher and graphic designer has forewarned me that, try as you may, there's always an error, misprint or inconsistency that will sneak into a finished book no matter how thorough you strive to be. Try as you may to ensure that the finished product is absolutely "perfect," odds are it won't be. Don't get me wrong — I don't advocate a casual approach to authorship that lends itself to unsightly and sloppy goofs. The point is don't lose too much hair over the imperfections that inevitably squeak through. Most of us can't afford to lose any more hair than we already have!

After all's said and done, there's one thing to keep in mind — fun. You're not going to get rich on rail book royalties, so you might as well get something extra along the way, right? Enjoy yourself! When I first put pen to paper for the Tehachapi project, the thought crossed my mind, "I'm starting a book! Is this the right way to start it? Are these the right things to say?" Yeah, there's probably another way to go about it, but don't fret. Just let the creative juices flow as if you were writing a small piece for your favorite magazine editor, and when you get done with one "small piece" of the book, move on to the next. If the stars stay lined up for you, before long you'll see it in print.

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In Focus

News-feature

NS Erie Bypass Is Ahead of Schedule

PHOTOGRAPHY: STEVE GERBRACT

NORFOLK SOUTHERN may eliminate its famous 1.25 miles of main line running on West 19th Street in Erie, Pennsylvania as early as October 2001. NS and the City of Erie had agreed to eliminate the street trackage by August 2002, but with both CSX and NS crews working on separate portions of the project, construction is progressing well ahead of schedule.

The new 5.15-mile bypass along the CSX Chicago Line will begin on Erie's west side near Pittsburgh Avenue (CP89). Here the NS right of way will swing over to the south side of the adjacent CSX Chicago Line. NS will take control of the Chicago Line's 42 Runner, a controlled siding, east through

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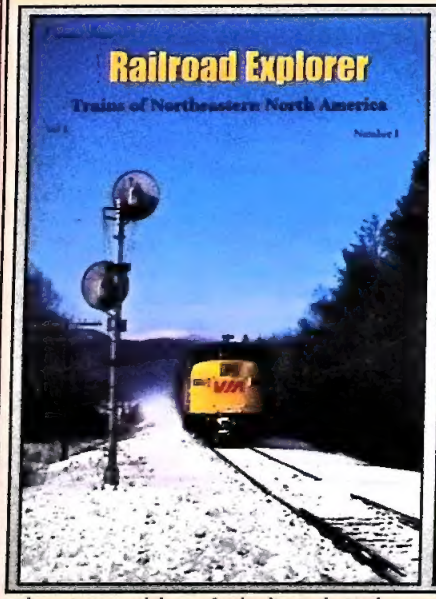

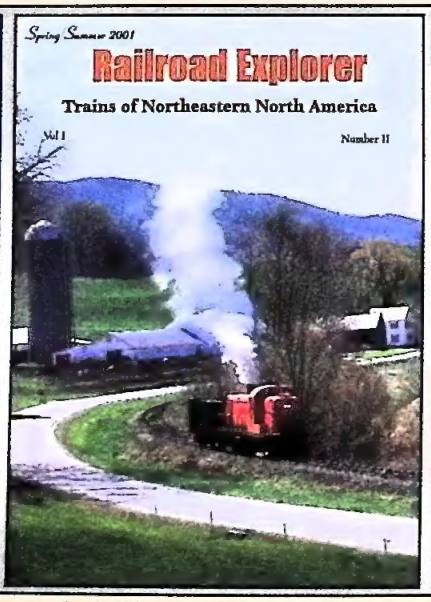

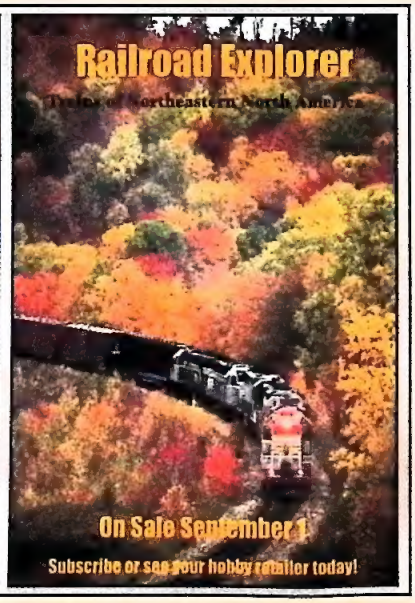

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downtown Erie to Ash Street on the city's east side. Here NS will leave CSX and climb a ramp to a new three-span bridge over the Allegheny & Eastern and East Avenue. Just east of the bridge, NS will reenter the current alignment toward Buffalo.

To accommodate the loss of its controlled siding, CSX has established a new North Controlled Siding between CP85 (East Avenue) and CP89, making the Chicago Line a four-track railroad through Erie once again. Near Erie Union Station, portions of the 42 Runner will be left in place, creating five active tracks at some points.

Other changes to the local railway infrastructure have also occurred as part of the relocation project. The NS approach to the new East Avenue bridge bisects the CSX Erie yard office/engine facility, so a new CSX yard office has been constructed at Downing Road on the city's east side. Once a parking lot for local railfans, the new facility is completly fenced. It replaced the Ash Street facility in mid-June.

New cantilever signal bridges have been installed at CP89 to replace the traditional New York Central style signals. At several places along the NS main line the old Nickel Plate signals have been replaced with new "traffic light" signals.

As of mid-July, grading was complete on both approaches to the bypass. The new three-span through girder bridge at East Avenue was also complete and ready for track installation. Signal work and siding construction on CSX between CP89 and CP85 was partly finished by July. Pending completion of the CSX work by August, NS will begin track installation late this summer, with the cutover planned for October. Subsequently, the NS main line will be removed between the East Avenue bridge and Cranberry Street, one block west of the street trackage. A small portion of the old main on Erie's west side will remain as an industrial spur.

Currently, traffic along the former Nickel Plate street trackage averages ten to twelve trains daily. Speed limits on the street trackage remain 15 m.p.h. A word of warning for those who travel to Erie to photograph the last days of this trackage: be cautious near railroad property. With the continued construction work and heightened interest by the local press and railfans, both NS and CSX have become more strict about trespassing. While the 19th Street trackage is certainly public property, other railroad property should be avoided or entered with great caution. — *STEVE GERBRACHT*

OPPOSITE: *The new three-span Norfolk Southern bridge across the Allegheny & Eastern Railroad and East Avenue is visible behind the old Nickel Plate bridge shown in the foreground.* ***BELOW:*** *At East Avenue, the new bypass swings away north of the old NKP bridge leading to the 19th Street trackage. Both photos were taken in July 2001.*

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Letters from readers

Liked St. Louis

The July 2001 RAILFAN & RAILROAD was just great. I lived in the St. Louis area many years ago and worked for the Louisville & Nashville and the Terminal Railroad Association. The article on the Alton & Southern by Randy Allard and Mike Mautner was just great, as was the article on railfanning around St. Louis by Bob Gallegos. One correction, however — on page 46 the photo caption reads the Alton & Southern transfer run is on the Merchant's Bridge. The caption should read the MacArthur Bridge.

WALTER W. SIMMS
CANYON, TEXAS

Alton & Southern power

Your article on the Alton & Southern in the July 2001 issue brought back many memories. Back in 1954 I stood on the bridge over the tracks coming out from the large St. Louis passenger station. What a

DICK TOWNLEY

show! There was a continuous parade of trains from all the eastern and midwestern roads.

The early paint scheme on the A&S RS3s made such an impressuion on me that I came home and painted my Hobbytown HO models in a similar scheme. Later on, the two units were featured in a photo contest in *Model Railroader*. The only photo I could find was the enclosed shot of two units on the bridge over the Mississippi.

DICK TOWNLEY
WARREN, NEW JERSEY

Not the Penn Texas

In the August 2001 R&R in MARKERS, Walt Lankenau writes of "a memorable ride on Penn Central's lowly *Penn Texas* from New York to New Brunswick amidst the morning rush hour." The train Walt rode couldn't have been the *Penn Texas*.

For all its existence (at least in its sunset years) the *Penn Texas* was a mid-evening departure from New York, at about 7:00 or 7:30 or so. Its through cars to the Southwest were but a distant memory by PC times, and indeed it may have become but another of PC's rolling tenaments, but it was still (on paper, at least) considered a "Blue Ribbon" train. To the end it still carried a sleeper (alas, no longer under Pullman stewardship, but merely railroad operated) and diner, and only received passengers between New York and Philadelphia for points west of Paoli, Pennsylvania. Additionally, it did not stop at New Brunswick and, if memory recalls, did not carry much in the way of head end beyond a baggage car or two.

Based on the description of the train and time, I'd guess Walt rode on train No.25, the *Duquesne,* a New York-to-Pittsburgh schedule by then shorn of all amenities save the notorious "snack bar." However, even this fine flyer didn't call at New Brunswick. Perhaps the author meant Trenton — at least it's in the same state.

One more note — the full *Penn Texas* didn't even make it to Amtrak. The westbound schedule was dropped in mid-to-late 1970, leaving on the *Spirit of St. Louis* westbound. The *Penn Texas* continued to run eastbound with the *Spirit of St. Louis* discontinued in that direction. There was an additional Pittsburgh-St. Louis round trip (train Nos.13 and 32) which were of the notorious E-unit/coach ilk of that era.

HENRY J. ADAMCIK
COLLINGDALE, PENNSYLVANIA

By cracky, you're right. It certainly was not the Penn Texas. *I guess seeing that name on the Solari board in Penn Station just stuck in my mind. The train in question did stop at New Brunswick. The e-group of the Pennsylvania Railroad Technical & Historical Society responded that the train may have been No.207, a clocker out of New York at 8:30 a.m.— W.C.L.*

Biking on the Milwaukee

In the RAILFUN cartoon in the August 2001 R&R, Curt Katz should have depicted the "F.O.A.M.E.R." gang as biking — not hiking — the abandoned Milwaukee Road over the mountains. Much of the grade across Idaho and Washington has indeed been preserved as a public access trail, including the steep climbs over St. Paul Pass and Snoqualmie Pass, but major renovations have made St. Paul Pass one of the most popular new bike trails in the country. It handled some 12,000 mountain bikers last year. Opened in 1998 as the Route of the *Hiawatha* Trail, it includes about 15 miles of ex-Milwaukee grade between Pearson, Idaho, and East Portal, Montana, with nine tunnels (Tunnel 23 is closed) and seven major bridges. The nearly two-mile-long St. Paul Pass Tunnel at the summit was opened just this May. We can't bring the Joe's back, but we can at least pedal where they once roamed. For trail passes or information, go to *www.silvercountry.com* or phone 208/744-1301.

BRUCE KELLY
COUER D'ALENE, IDAHO

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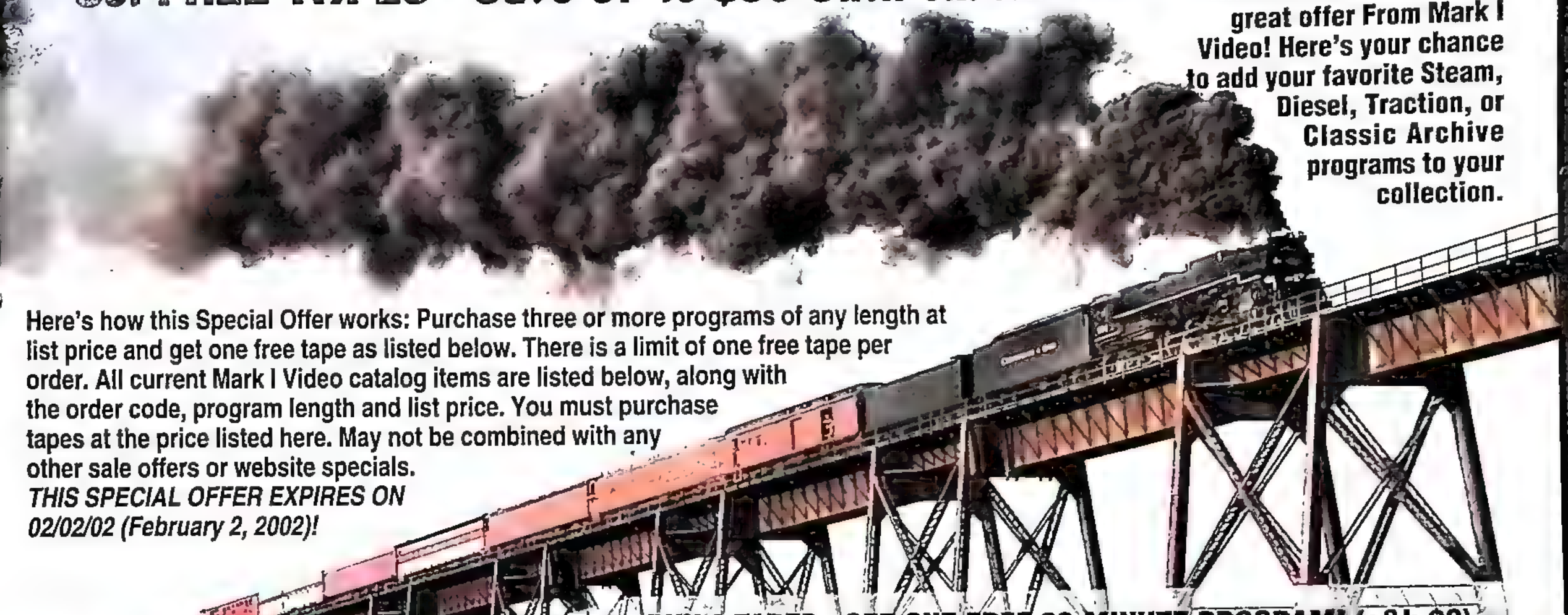

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Railfan events guide

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CLINTON CORNERS, NEW YORK, through September 9. The Town of Clinton Historical Society features an exhibit on *The Enduring Harlem Line* from its birth in 1831 as the New York & Harlem Rail Road through its revitalization by Metro-North. The exhibit will be at the Creek Meeting House, Salt Point Turnpike, Clinton Corners (Dutchess County) and is open weekends from noon-4pm; donations suggested. For more information phone 845/266-9454.

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September 1, Moonlight Train Ride with live music, refreshments; trip departs 8pm, reservations required; fare $10, seniors $9, kids 4-12 $7, under 4 free.
September 1-3, Labor Day Weekend Workers' Special; all workers ride regular trains for half price with proof of employment.
September 15, Leatherstocking Jucntion Function Western Jubilee with fine dining, live entertainment, train ride, silent auction, all you can eat and drink for $100 (reservations required); proceeds benefit local charities.
October 6, Oktoberfest train ride with food beer and music; Fare $25, seniors $20, kids 4-12 $15, under 4 free; reservations required.
October 8, Columbus Day Fall Foliage Excursions, two trips; Fare $8, seniors $7, kids 4-12 $5, under 4 free.
October 19-20 and 26-27, Haunted Halloween Express with refreshments; fare $10, seniors $9, kids 4-12 $7, under 4 free; reservations required.

FELTON, CALIFORNIA, September 1-3. Summer Sampler at the Roaring Camp Railroads with a sampling of the best historic reenactments including train robberies, tapper and trader encampment, operating steam saw mill, historic rail equipment, handcar rides and more. For more information phone 831/335-4484 or visit *www.roaringcamp.com.*

STEAMTOWN NATIONAL HISTORIC SITE in Scranton, Pa., will hold the following special events. For more details call the park at 888/693-9391.

September 1-3, Rail Expo 2001 with visiting rail equipment, excursions, tours and exhibits.
November 23-24, Toys for Tots Santa Train, kids bringing a new unwrapped toy ride free with Santa.

GREEN BAY, WISCONSIN, September 1-7. Amtrak group tour aboard the Empire Builder to the Izaak Walton Inn at Essex, Mont., hosted by the National Railroad Museum. Trip includes two nights sleeping accomodations on Amtrak and four nights at Essex. For information and pricing contact Tim Tennant or Charles Schuetz at the National Railroad Museum, 2285 South Broadway, Green Bay, WI 54303-4832; 920/437-7623; *ltstennant@nationalrrmuseum.org.*

OAKDALE, CALIFORNIA, September 2. Southern Pacific 4-6-2 No.2467 will operate on the Sierra Railroad coinciding with the Sierra's Iron Horse Round-Up. Other locomotives include Sierra 2-8-0 No.28 and Pickering Lumber Shay No.11. Round-Up events include equipment displays, handcar races, gandy dancer competition and more. Excursion fare $30 (check/credit card) from PLA/Key Holidays, 1141 Bont Lane, Walnut Creek, CA 94596; for information on the Round-UP phone the Sierra Railroad at 800/866-1690 weekdays.

RAIL TRAVEL CENTER (139 Main Street, Brattleboro, VT 5301; 800/458-5394; *www.railtravelcenter.com*) will run the following special trips. Call or write for full details.

September 3-14, Alaska Cruise/Rail Tour featuring White Pass & Yukon, Alaska Railroad, more.
September 20-23, Smithsonian Streamliner Weekend to Chicago on the *Capitol Limited* and *Cardinal* from Washington.
October 3-14, Grand Fall Tour of New England featuring Winnepesauke Railroad, Hobo Railroad, White Mountain Central, Conway Scenic, Mount Washington Cog, Green Mountain and Amtrak's *Vermonter.*
October 6-13, Riverbarge Excursion Rivers to Rails featuring cruise of the Ohio and Kanawha Rivers and Amtrak's *Cardinal.*
October 6-13, Hudson Bay/Polar Bear Explorer featuring Via's *Northern Spirit* and bear photo safari.
October 13-18, Bluegrass Autumn Reunion featuring Bluegrass Scenic, Kentucky Railway Museum, Indiana Transportation

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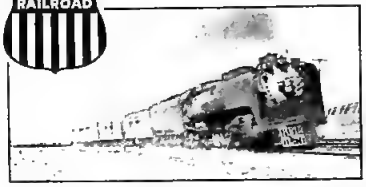

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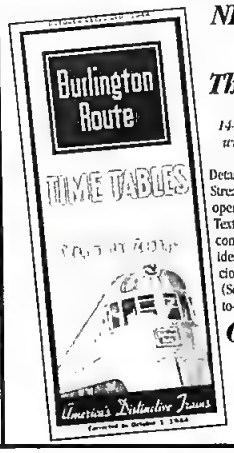

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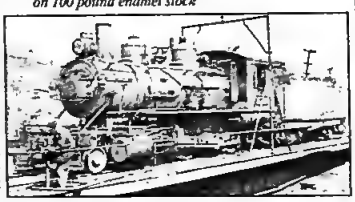

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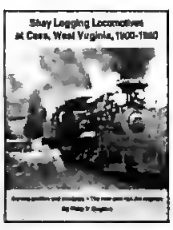

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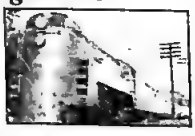

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TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com*) will sponsor the following events. Call or write for complete details.
September 7-19, Inside Passage, White Pass & Northern Wilderness includes cruising the Inside Passage *(see separate listing).*
September 10-18, Fall Northern Wilderness RDC trip over BC Rail from Vancouver *(see separate listing).*
September 15-18, White Pass Steam Spectacular with chartered double-header on passenger, freight and mixed consists *(see separate listing).*
September 22-29, New England Fall Colors Rail Adventure in Massachusetts and New Hampshire *(see separate listing).*
September 27-28, Rio Grande Spectacular charter photo freight on the Cumbres & Toltec Scenic *(see separate listing).*
October 6-8, Wisconsin Fall Colors Rail Cruise on the Wisconsin & Southern *(see separate listing).*

ALASKA/BRITISH COLUMBIA TOUR will run September 7-19. Combines an Inside Passage cruise with six rail trips including the White Pass & Yukon Route and BC Rail. Prices start at $1945. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

NASHVILLE, TENNESSEE, September 8. Country Hoedown Excursion Train to Watertown, Tenn., sponsored by the Tennessee Central Railway Museum. 90-mile round-trip to street and craft festival. Fare $26, kids under 12 $15, first class $32, dome seating $50. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

WORCESTER, MASSACHUSETTS, September 8. Special train to the Roger Williams Park Zoo in Providence, R.I., on the Providence & Worcester via the Blackstone River Valley. Train departs Worcester 10am, optional motorcoach connection from the Boston area. Fare $35 from the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-009; 617/361-4445; *www.mysticvalleyrs.org.*

PHILADELPHIA, PENNSYLVANIA, September 8. Excursion to the Strasburg Rail Road behind Reading FP7 diesels with SEPTA equipment. Special train operates over Amtrak and Strasburg trackage directly into Strasburg station. Four-hour layover in Strasburg to visit Railroad Museum of Pennsylvania. Trip departs Philadelphia 0am, Paoli 9:30am. Fare $48 adults, $38 kids 12 and under. Tickets from Philadelphia Chapter NRHS, P.O. Box 7302, Philadelphia, PA 19101-7302; information phone 215/947-5769.

WHIPPANY, NEW JERSEY, September 8-9. Spirits of the Old West Express at the Whippany Railway Museum. Train robberies by the Whippany River Gang. Trains depart hourly 1pm-4pm. Fare $8, kids under 12 $5, babes-in-arms free. Reservations strongly recommended. For tickets or information contact the Whippany Railway Museum, 1 Railroad Plaza, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.WhippanyRailwayMuseum.org.*

EAST TROY ELECTRIC RAILROAD MUSEUM (P.O. Box 556, Waukesha, WI 53187; 262/548-3837; *www.easttroym.org*) will hold the following special events in 2001. Dinner trains feature special menus from famous trains of the 20th Century. Dinner train tickets $47, Tea Train tickets $23 50, reservations required. Contact the museum for complete details.
September 9, Tea Train dinner train ride.
September 29, *Olympian Hiawatha* dinner train.
October 6, *Capitol Limited* dinner train.
October 20, *Broadway Limited* dinner train.
December 1-2 and 8-9, Ride With Santa.

NORTH VANCOUVER, BRITISH COLUMBIA, September 10-18. RDC trip over entire BC Rail system to Fort Nelson. Plenty of photo stops each day in spectacular fall colors. Prices start at $1945. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

NORTH VANCOUVER, BRITISH COLUMBIA, September 10-18. Combination of the BC Rail RDC trip (see listing above) and the White Pass Steam Spectacular (see listing below). Ride the northbound BC Rail trip, then connect via motorcoach to Skagway. Prices start at $2345. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

DUNELLEN, NEW JERSEY, September 15-16. Dunellen Railroad Days featuring four trips daily with NYS&W 2-8-2 No.142 sponsored by the Dunellen Merchants & Professionals Association in conjunction with the New York, Susquehanna & Western Technical & Historical Society and NJ Transit. Event also features railroadiana and food vendors both days and a street fair on Sunday. For tickets or information phone 877/TRAINRIDE or visit *www.877trainride.com.*

MONTICELLO RAILWAY MUSEUM (P.O. Box 401, Monticello, IL 61856; 217/762-9011; *www.prairienet.org/mrm*) will hold the following special events. Call or write for information.
September 15-16, Illinois Central Railroad Days celebrating 150th Anniversary of the IC; passenger and freight trains with IC equipment and special displays.
October 20-21 and 26-28, Ghost Train ride through Haunted Hollow.
December 1-2, Lunch with Santa (reservations required).

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068; 248/541-1000 or 800/594-5162; *www.BluewaterNRHS.com*) offers the following rail events. Please write or call for information.
September 15-17, Agawa Canyon Color Tour in dome coaches plus Soo Locks dinner cruise; all meals, hotel, bus from Dearborn and Royal Oak; $355-$465.
November 2, Annual banquet featuring rail photographer Ron Cady; $20 before October 2nd, $25 thereafter.
December 7-9, Christmas in Toronto by VIA Rail; originates in Dearborn, includes bus, train, hotel, banquet, chartered PCC tour, VIA-1 return; $375-$420.

SKAGWAY, ALASKA, September 15-18. White Pass Steam Spectacular with two steam locomotives on the White Pass & Yukon Route. Double-headed steam to Fraser, five chartered trains total with passenger, freight and mixed consists. Prices start at $1300. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

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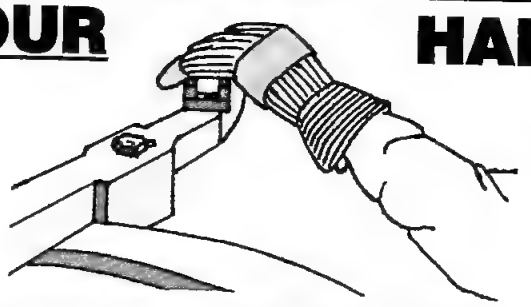

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Ringoes, NJ 08551; 908/782-6622; www.brwrr.com) will hold the following special events. Fares for all trips (except mixed train) are $8 adults, $4 kids 3-12, under 3 free. Contact the railroad for full information.

September 15-16, Great Train Robbery.
October 27-28, Halloween Special.
November 23-25, December 1-2 and 8-9, Santa Express.

NEW ENGLAND FALL COLORS RAIL ADVENTURE will operate September 22-29, covering the Mount Washington Cog Railway, Hobo Railroad, Conway Scenic and more. Prices start at $1795. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

CHAMA, NEW MEXICO, September 27-28. Rio Grande Spectacular on the Cumbres & Toltec Scenic Railroad using K-36 and K-37 2-8-2s, freight train with all equipment lettered Rio Grande. Plenty of photo runbys. Prices start at $308 and include two box lunches and overnight lodging in Antonito. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com.*

PLAINFIELD, CONNECTICUT, September 29. Indian Summer Express excursion on the Providence & Worcester sponsored by the Connecticut Eastern Chapter NRHS. Routing via Worcester and Gardner, Mass., then along the Thames River to Groton, Conn. Fare $45; checks payable to CERRM and mail to Veronica Trudeau, 2421 Putnam Pike, Chepachet, RI 02814; information phone 401/568-6202 before 6pm.

TENNESSEE VALLEY RAILROAD at Chattanooga will sponsor the following excursions into northwest Georgia via ex-Central of Georgia trackage. Many trips include a dining car meal. Ticket prices range from $41 to $84. Call the museum at 423/894-8028 for complete details.

September 29, LaFayette Fly-In.
October 6, 13, 20, 21, 27, 28 and November 3, Autumn Leaf Specials to Summerville.
December 15, Christmas Special to Chickamauga.

EAST HAVEN, CONNECTICUT, September 29-30. Shore Line Trolley Museum remembers the days of the Subway Series between New York's baseball teams with trolleys and rapid transit cars including an 1892 Manhattan cable car, a century-old "Trolley Dodger" trolley from Brooklyn and vintage IRT/BMT rapid transit cars. Plenty of photo opportunities. Museum admission $6, seniors $5, kids 2-15 $3 (includes unlimited rides). For more information phone 203/467-6927 or visit *www.bera.org.*

TAMPA, FLORIDA, October 4-7. Atlantic Coast Line and Seaboard Air Line Railroads Historical Society Annual Meeting at the Best Western Hotel & Conference Center. Events include bus tours to the "Bone Valley" phosphate operations and the Ringling Brothers Circus Train maintenance facility, plus a ride on the Florida Gulf Coast Railway Museum's train. For complete information and registration forms contact the ACL&SALHS, P.O. Box 325, Valrico, FL 33595-0325; 813/684-7034; *jlosal@mindspring.com; www.aclsal.org.*

NASHVILLE, TENNESSEE, October 6 and 13. Excursions to Watertown, Tenn., sponsored by the Tennessee Central Railway Museum. October 6th trip features train robbery and a visit to Watertown Railway Days events. October 13 features live music in Watertown, plus fall foliage. Fare $28, kids under 12 $15, first class $35, dome seating $55. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

SOUTH CAROLINA RAILROAD MUSEUM (P.O. Box 643, Winnsboro, SC 29180; 803/635-9893; www.scrm.org) will hold the following special events in 2001.

October 6, Caboose Day, ride in one of the museum's cabeese.
October 20, Fall Harvest Specials.
October 27, Member's Day, members ride free (new memberships accepted on day of event).
November 24-25 and December 1-2, Santa Claus trains.

ROCKHILL FURNACE, PENNSYLVANIA, October 6-7. East Broad Top Railroad Fall Spectacular featuring four operating narrow gauge steam locomotives, gas-electric doodlebug M-1, variety of special trains each day. Special tickets required for all trains and guided tours of EBT shop complex. For more information contact the East Broad Top Railroad, P.O. Box 158, Rockhill Furnace, PA 17294; 814/447-3011.

ORBISONIA/ROBERTSDALE, PENNSYLVANIA, October 6-7. Friends of the East Broad Top 19th Fall Reunion featuring EBT-oriented walking and driving tours, model contests, xhibits, vendors and more. Public welcome to visit displays and Sunday morning open house at the FEBT Museum in Robertsdale at no charge; participation in other activities requires paid registration. For more information contact Pat Downs, 3416 Lowell Drive, Columbus, OH 43204; 614/351-7338; *ebtsteam@columbus.rr.com; www.febt.org.*

ROCKHILL FURNACE, PENNSYLVANIA, October 6. Night photo session at the East Broad Top Railroad with R&R's Steve Barry, Locomotive No.17 on a coal train is requested for the evening. Tickets $40; all proceeds benefit the EBT. On-line ticketing and information at *www.daylightimages.com/ebtnight.html* or make checks payable to "EBT Night Photo" and send to EBT Night Photo, c/o Steve Barry, 117 High Street, Newton, NJ 07860. Information call 973/383-3355 between 9am-5pm ET.

PERRIS, CALIFORNIA, October 6-7. Trainfair at the Orange Empire Railway Museum featuring many trains and trolleys, kids activities, displays, live entertainment. Admission $12 adults, $8 kids 5-11, under 5 free. For more information contact the Orange Empire Railway Museum, 2201 South "A" Street, Perris, CA 92570; 909/657-2605 or 909/943-3020; *www.oerm.org.*

WAUKESHA, WISCONSIN, October 6-8. Wisconsin Fall Colors Rail Cruise over Wisconsin & Southern using E-units and the streamlined VIP train to Prairie du Chien. Three-day trip includes a full day in Prairie du Chien, with options including the Mid-Continent Railway Museum, main line railfanning or family-oriented activities. Prices start at $174 for adults, $74 for children (does not include lodging). For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870; *info@trainsunltdtours.com*

WHIPPANY, NEW JERSEY, October 7 Pumpkin Festival at the Whippany Railway Museum, featuring frequent departures of the "Pumkinliner" caboose train starting at 12:30pm. Other attractions include crafts merchants and railroadiana dealers. For more information contact the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-016; 973/887-8177; *www.WhippanyRailwayMuseum.org.*

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum in Strasburg. Regular admission charged for all special events unless noted. Call or write for complete information.

October 12, 13, 19, 20, 26, 27, Tricks, Trains & Treats with ghostly tales at the museum and a ride on the Strasburg Rail Road. Tickets $15.95, $9.95 kids 3-11.
November 10, Trains and Troops featuring exhibits exhibits and displays on the role railroads played in the defense of our nation.

CUMBERLAND, RHODE ISLAND, October 13. Narrated fall foliage scenic tour of the Blackstone River Valley on the Providence & Worcester Railroad with a four-hour roundtrip to Worcester, Mass. Tickets $34 adults, $15.95 kids under 12. For tickets or information contact the Blackstone Valley Tourism Council, 175 Main Street, Pawtucket, RI 02860; 401/724-2200; *bvtourism@aol.com.*

ORRVILLE RAILROAD HERITAGE SOCIETY, INC., (P.O. Box 11, Orrville, OH 44667; 330-683-2426; *www.orrvillerailroad.com*) will host the following special events. Contact the society for complete details.

October 13, loop excursion from Orrville to Medina, Ohio, out via Canton and Akron, return via Spencer *(see separate listing).*
November 23-24, open house at the Orrville depot.
November 24, Santa Claus trains between Orrville and Brewster, several departures during the day.

ORRVILLE, OHIO, October 13. Medina Loop Express fall foliage circle trip sponsored by the Orrville Railroad Heritage Society. Outbound trip operates via Brewster, Canton, Hartville, Mogadore and Akron. Layover in Medina for sightseeing, lunch and shopping. Return trip via Spencer. Fare $55 adults, $45 kids under 12, first class $110. Tickets available from ORHS, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm); *www.orrvillerailroad.com.*

HAGERSTOWN, MARYLAND, October 13-14. Rare mileage trip each day to Thurmont, Maryland, "Colorfest" via the ex-Western Maryland "Main Line" with MARC commuter equipment sponsored by the Hagerstown Joint Trip Committee. Trip departs Hagerstown 8am each day. Optional shuttle trips from Thurmont to Sabillisville (Saturday) or Union Bridge (Sunday). Hagerstown-Thurmont fare $25 adult, $20 seniors, $10 kids 4-12. Shuttle fare $10 adults, $5 kids 4-12. Checks/VISA/MC to Hagerstown Joint Trip Committee, P.O. Box 2858, Hagerstown, MD 21741; information call 301/739-4665.

CONWAY SCENIC RAILROAD (P.O. Box 1947, North Conway, NH 03860; 800/232-5251; *www.conwayscenic.com*) will hold the following special events. Contact the railroad for details.

October 13-14, Railfan Days (call for special reservation form).
October 20-21 and 27-28, Pumpkin Patch Run.
December 1-2, 8-9 and 15-16, Santa Claus Express.
November 29-30, December 1-2, 6-9, 13-16 and 20-21, Polar Express.

FORT BRAGG, CALIFORNIA, October 14. Steam in the Redwoods sponsored by the Central Coast Chapter NRHS on the California Western with 2-8-2 No.45 leading an 80-mile round trip on three percent grades in through remote parts of California's Redwoods. Fare $99 (includes box lunch); three photo stops planned. Optional charter bus/hotel package available from San Jose, Emeryville and San Francisco. Train leaves Fort Bragg at 8am. Tickets/information from Central Coast Chapter NRHS, P.O. Box 8167, San Jose, CA 95155; 408/278-5051; *www.goldenstaterails.com.*

LEBANON, INDIANA, October 26-28. Monon Railroad Historical-Technical Society 2001 Convention featuring Friday night get-together, Saturday trip to the Indiana Transportation Museum, banquet featuring James R. McCarthy (Monon's last V.P.-Traffic), photo and model contests, more. New memberships accepted at the event. For more information contact Tom Rankin, Convention Chairman, P.O. Box 202, Wilmot, WI 53192-0202; 262/862-2878; *gibson.girl@verizon.net.*

WASHINGTON, D.C., October 26-28. West Virginia Sportsman trip to Huntington, W.Va., on the private car *Dover Harbor* via Amtrak's *Cardinal.* Spend Saturday sightseeing in Huntington. Fare $514 double-occupancy, $614 single, includes hotel in Huntington, meals on the train and city tour. Rail-only fare $349. Tickets from Washington DC Chapter NRHS, c/o Pat Clark, Reservations Agent, 9136 Windemere Way, Jessup, MD 20794-9524; information phone 301/490-7311 or e-mail *info@dcnrhs.org.*

Camera Bag

Your guide to railfan photography

by JIM BOYD

Fall Foliage Photos

*FALL FOLIAGE dominates this scene of Credit Valley's former Canadian Pacific steam engines at Owen Sound, Ontario, in October 1975 (**above**), while cross-lighting is demonstrated on the Maine Central at Barrett, New Hampshire, (**below**) in October 1978.*

I HAVE TO ADMIT IT. I'm a fall foliage junkie. Autumn is by far my favorite season, and one of the great delights of living in the Northeast is the colorful splendor of September and October. But it can be a challenge to the railfan photographer.

Three things have to line up together to yield a grand autumn photo. (1) You need clear weather, (2) you need the available time off when the weather is clear, and (3) you need the rail traffic while you have time off and the weather is clear. I can hear the outraged yelping already. "Why do you have to have perfect weather – are you afraid they'll cancel your *Railpace* subscription if you shoot in grubby weather?"

Fall colors can be wonderfully moody in overcast weather, but that's not what fall color photography is all about, at least for me. Fall foliage is about brilliant, blazing color, and for that you really do need sunshine! Save the moody stuff for when you get royally diddled by the weather and have to "make do."

My favorite fall color technique is to emphasize the foliage and make the train an almost incidental element, which isn't a bad idea in this era of all-super-cabs-look-alike. A wide angle lens works particularly well for this, as you can get close to the foliage and make it a dominant part of the scene. Cross-lighting and back-lighting are also extremely effective with fall color, as you can work the lights against darks and use the sparkling "silver lining" effect of the varied angles of the leaves themselves. When you encounter a great spot of color along a track, explore all the angles, not just the obvious sun-at-your-back one.

The foliage months are approaching, so go out and enjoy the opportunity to exploit the season that I regard as the Good Lord's way of apologizing in advance for winter.

TWO PHOTOS: JIM BOYD

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Videos

Reviews of new releases

A Texas Steam Treasure

Railway Productions, 8081 South Madison No.243, Indianapolis, IN 46227; 40 min., $19.95 each; color VHS; 800/248-9670; *www.A-Trains.com*; fax 317/889-8144. Indiana residents add 5% sales tax; shipping varies.

Here, in a multi-day shoot by Les Jarrett, we get a complete experience concerning the oldest steam locomotive in regular service in the United States, ex-Southern Pacific 4-6-0 No.2248, built in 1896 by Cooke. Still running four days a week for ten months of the year and still lettered "Tarantula" (there is a story there), it is a handsome little beast, ably run at the time of filming by Earl Knoob of C&TS fame. The Fort Worth & Western (ex-Cotton Belt) line from Grapevine to the Stockyards historical district in Fort Worth is a roller coaster, providing good stack talk. With the engine turned at both ends, plus a side trip to the old Frisco Eighth Avenue yard, there are plenty of chances to shoot the operation on each run. Highlights include a variety of nice runbys, the crossing of several active diamonds, cab footage, pacing and a spin on a turntable. In addition to the engine visuals, we learn a little about the loco's history, see the interior of some very uniquely refurbished passenger cars, and gain an appreciation of the history of Fort Worth's stockyards. Runby locations vary from grade crossings to the more imaginative. We get enough coverage of engine tending and servicing duties to understand the scope of the operation in a story-telling mode. And the curved, wooden trestle is quite photogenic. Overall, this is a very nice look at this operation with only the wind noise of a Texas spring detracting now and then. For a complete look at the whole Fort Worth & Western operation, read Ken Fitzgerald's article starting on page 30. — *Tom Kelcec*

The Southern Tier Now & Then

By G. Train Video Productions, 17 Maple Street, St. Catharines, ON, Canada L2R 2A6; 800/667-3510; 100 min., VHS, full color; $33.95 (U.S.) plus $5.00 shipping. Visa and Master Card accepted.

When I first heard the title of this tape, visions of clean liveried Delaware, Lackawanna & Western, Erie Lackawanna and Delaware & Hudson locomotives came to mind for the "then" segment. Alas, I am too old; it ends up that Conrail and CP Rail fit that bill, with "then" being the year 1995. No matter, for this route has some good scenery out west and has been fought over and operated by multiple corporate entities. What did or does run here? On the main line, a wide variety of power — the good, the bad, and the ugly of the Canadian Pacific, Soo, Norfolk Southern, GATX, Susquehanna, Union Pacific, CSX, Southern Pacific, BNSF and Conrail in often circus train lash-ups. Traffic can be a preponderance of stack and piggyback traffic, but unit coal trains and regular manifests do show up. Cameo appearances are made by the Owego & Harford and Arcade & Attica. This runby-oriented tape is arranged in two parts: Binghamton to Attica, New York, in 1995 (we progress westbound), and Buffalo to Binghamton in 2000 (following the railroad eastward). There's no shortage of trains to watch here if that is your viewing passion.

Starting at the CPR yard south of Bingo where RS18s switch cars, various trains come and go, powered by a hodge-podge of locomotives. Heading west, we spend time trackside at downtown Binghamton, Endicott, Wellsburg, Addison, the top (why?) of the famous high bridge over the gorge at Letchworth State Park, Silver

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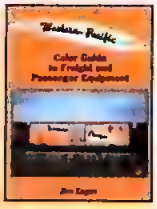

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Spring, and Attica. Part Two begins with distant broadsides on a bridge in Buffalo. Heading east, we see a variety of action at Attica, Warsaw, Hornell, Adrian, Addison, Elmira, Wellsburg, Owego, Tioga Center, a multiple train meet at Waverley, and so on. Roughly half the shots were made in sun, the rest in the omni-present clouds of the Southern Tier. Compositions are generally trackside three-quarter views, but now and again a structure or scenic feature is included.

Shot in Super VHS, the image quality is quite good and the sound very fine. There is limited narration on locations, train symbols and such, natural sound being the norm. Very few pans are used, and no follow zooming. While there are some well-composed and lit scenes, there are many where something prohibits a clean shot, such as foliage or another obstruction blocking the view, poor choice of camera angle, etc. The editing could be improved. One pet peeve is shots are not always framed so that we look down the track fully to see a train approaching from the distance. Those who can't personally go to see what is running on the old Erie Lackawanna main line today, and who revel in a high volume of runpast scenes, will like this production. — *TOM KELCEC*

Union Pacific's Sherman Hill

By Machines of Iron, P.O. Box 2288, Glendora, CA 91740-2288; 888/203-9930, *www.moivideo. com*; VHS, full color, 90 min.; $24.95 plus $6.00 shipping; California residents add 8% sales tax.

I always enjoy watching yet another production about the storied trackage between Cheyenne and Laramie, Wyoming, to see what else can be said, and how differently can it be depicted. In this instance, Denver resident Dave Gross, a longtime cinematographer of Rocky Mountain steam, and now a videographer of the modern diesel and excursion steam scene, ventured forth to capture high quality images shot over a four-year period in several seasons. This tape consists of many runbys of modern freights powered by a variety of six axle units. Consists range from manifests to double stacks, with some Amtrak and UP steam operations included for good measure. A simple map explains the area and the history of its various alignments. Good use is made of old black and white photos to explain the history of the line here and there. For example: Building the present Cheyenne depot, the UP shops at Cheyenne, construction of the original line and the multiple bridges over Dale Creek, and construction of the "new line" (Track Three) in the early 1950s. Rich Melvin of the Fort Wayne Railway Historical Society narrates.

Starting at the renovated Cheyenne passenger station, we get a primer on various locations along the railroad while progressing from east to west along Tracks One and Two. After reaching Laramie, we return to Speer and again head west along the "new line," with a history lesson at the more notable locations. Usually at each place we watch multiple eastbounds and westbounds roll by under varying lighting conditions with minor location changes. Areas visited include the old Tower A site in Cheyenne, Speer, Borie, Granite, Ozone, Sherman (Summit), Dale, Dale Junction, Hermosa Tunnel and environs, Colores, Forelle and the Laramie depot. On Track Three, we visit Speer, Emkay, Lynch, Harriman, Perkins, Dale Cut and environs, and a little from Hermosa west. There are scores of runbys, many well-framed using the low sun to bring out the vast scenery or occasional railway structure. Some shots are artistic, and some just lucky, like the lengthy opening sequence west of Hermosa where the Challenger on a passenger extra appears in pursuit (on an adjacent track) of a double stack train just ahead of it. The variety of angles at each location gives the viewer an appreciation for the vast photographic opportunities available out there, much of which is formally gated and off-limits to railfans these days. If I had to nitpick, there are a few scenic locations on Track Three which are missing or could have been covered better. A few shots are framed awkwardly for my taste, and there are not as many complete pans when the diesels pass as I would have anticipated. These minor annoyances aside, this program is professionally shot and edited, with excellent sound and image quality. I don't think anyone who wants to learn a little more about Sherman Hill's history while seeing what Uncle Pete is up to these days would be disappointed with this tape. — *TOM KELCEC*

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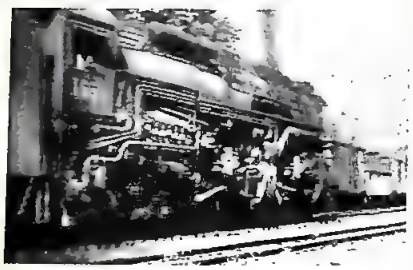

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Lineside Legacy

Preservation and restoration news

by JEFF TERRY

ACL 0-6-0 Restored for Display

MICHAEL MULLIGAN

Atlantic Coast Line No.143

The Railroad Museum of South Florida recently completed the cosmetic restoration of former Atlantic Coast Line 0-6-0 No.143 (**above**) in Lakes Regional Park in South Fort Meyers, Florida (see LINESIDE LEGACY February 1999). The work was performed by Great Atlantic Boiler Services of Jacksonville at a cost of $84,000 and was done in phases. Phase I involved refurbishing the tender, Phase II concentrated on restoring the boiler and running gear and Phase III was the fabrication of a new cab to replace the rotted-out original. The museum is still searching for a bell, whistle, headlight and dynamo. Replicas of the original 1905 Baldwin builder's plates will be cast and affixed to the smokebox. Plans call for a shelter to be built over No.143 as soon as funds are available — good news for its long-term survival. A good deal of the money for the restoration project was raised through the operation of the museum's 7½" gauge miniature railroad, Train Village, which is located adjacent to No.143 in the park. — *Thanks to Mike Mulligan*

California Western No.45

The two year overhaul of 2-8-2 No.45 was recently completed by the California Western Railroad. The engine returned to service on May 26, 2001, pulling the *Skunk Train* on its run between Fort Bragg and Northspur, California. Built by Baldwin in 1924, No.45 has been a regular performer on the CW since 1965, when it was acquired from the Medford Corporation of Medford, Oregon. However, the Mikado had been out of service since 1998 when cracks were discovered in the rear flue sheet.

Gary Richards, CW's maintenance superintendent, contracted Shane Dixon and Ed Katzorke from the Virginia & Truckee Railroad to help his shop crew complete the rebuild before the 2001 season began last May. The 2-8-2 required a good deal of firebox work, two replacement flue sheets, new tubes and flues, and new driving wheel tires. The current schedule calls for No.45 to pull the *Skunk Train* up to five times a week during the summer, and also on select dates in September and October. For more details go to the California Western website at *www.skunktrain.com*.

New York Central 4-6-4 tender restored

Steamtown National Historic Site is now the proud owner of the largest existing remnant of New York Central's fleet of Hudson locomotives: the tender from J-1 No.5313. It was converted into a steam boiler car many years ago by the Toronto, Hamilton & Buffalo, which purchased Hudsons 5313 and 5311 from NYC in the 1950s. When the TH&B dieselized, both Hudsons were retired and scrapped, but No.5313's tender was retained and outfitted with a steam generator for use on TH&B passenger runs. Modifications included blanking off the coal bunker, rounding the upper rear corners of the tank and installing a window and door for access to the interior. A decade ago, the car was acquired by the Green Mountain Railway for their tourist operation, but saw little use. Learning of the car's past, an individual donated funds to restore it and GMRC sandblasted, painted, and lettered the tender into its as-built NYC livery. — *WWW.RYPN.ORG.*

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1220 East 5th Street, St. Paul, MN 55106, or via e-mail: *lineside@railfan.com*. Please send photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

Drury On Board

Commentary

by George H. Drury

That Would Be My Idea of a Vacation

A FRIEND WROTE, "Actually, I would like to get a roomette on the *Erie Limited* to Dearborn [Dearborn Station in Chicago] and then board Santa Fe 23 for the west coast and ride up thru the valley on Southern Pacific 51 and the *City of St. Louis* to St. Louis and the *Penn Texas* back home — that would be my idea of a vacation." Jim added, "I rode Erie 1 more than a dozen times. Before the airline-influenced era of camouflaging pedestrian food with seductive descriptions, the Erie filled your plate with mountains of the finest from America's ranches, rivers, farms, and gardens. You had nobody to blame but yourself if you were still hungry after leaving an Erie diner. The equipment was always flawless. Squeaky-clean and polished to the nines.

"I picked Santa Fe 23 because it scratches my secondary-train itch so well. Santa Fe's premiere trains were not for true connoisseurs — 17 was glitzy and ostentatious and the *Chief* was snobby and impersonal and didn't like you if you hadn't ridden the train before. Nobody ever called 23 the *Grand Canyon*. It was always 23. Twenty-three let you see things. You wondered what the people in Kansas were all about instead of just wishing they would get out of your way. On second thought, in Denver I'd catch MoPac's *Colorado Eagle* to St. Louis. Who can resist a Planetarium Dome car, E7s chromed up like a '51 Buick, and twelve-wheel lightweight sleepers? Very much a premiere train on an important secondary route."

It got me thinking. Suppose it's 1957 and a wealthy uncle writes from California, "Before you go off to college, you should travel across this great land of ours. I'll send you the tickets." Since all I know of railroading west of the Hudson River in 1957 is an amalgam of Lucius Beebe's books and a big map of the U.S. on my bedroom wall, I'll be glad to have my uncle's advice (he's a railfan, too). He suggests that to meet up with Jim for Erie No.1's 9:30 a.m. departure from Hoboken, I take New Haven's overnight *Owl* from Boston. Dad says it will be late (he rides it a lot) and getting from Grand Central to Hoboken is complicated. Why not just ride New York Central's *New England States* to Chicago (Dad rides it several times a year)? Because I won't see much scenery and I won't meet up with Jim, both of which are purposes of the trip. I could ride the *Senator* to Newark the day before and spend the night with Jim, but Mother thinks that would be imposing on his parents.

I look at the big wall map and suggest New York Central to Albany, then Delaware & Hudson to Binghamton. Dad checks the timetable. The only train that connects with D&H's 4:15 p.m. departure leaves Boston at 6:45 a.m. Even Dad considers that early. Boston & Maine's *Minute Man*, a Budd RDC, leaves North Station at 8:15 and puts me in Troy at 1:25 p.m. — plenty of time to get to Albany by bus. I can leave Reading on a commuter train at 7:14 and make an easy connection in Boston. I'll miss the Erie's scenery along the Delaware River, but I'll see plenty along the B&M and the D&H.

Santa Fe 23 and 123 make a two-night, noon-to-noon trip from Chicago to Los Angeles. My uncle suggests either a side trip to Grand Canyon (the train carries a Chicago-Grand Canyon-Los Angeles sleeper) or an overnight stop at La Posada, the Fred Harvey hotel at Winslow, Arizona, then a daylight ride across Arizona and the Mojave Desert on the *Chief* and a late-evening arrival in Los Angeles. Jim and I will part company in Los Angeles. I'm going to be a nephew for a couple of weeks there and in San Francisco. Besides, I want to ride the *Coast Daylight* to San Francisco. In the round-end observation car.

My uncle agrees with Jim's choice of Southern Pacific 28, the *San Francisco Overland*. He says SP takes you up over the mountains, but Western Pacific runs along the bottom of a canyon. I'll ride the sleeper to Salt Lake City, spend a day there, then board Rio Grande's *Royal Gorge* — it's the *Prospector* as far as Grand Junction, where a sleeper and the dome coach are set out for an hour or so, then depart as train No.2. It will be dark most of the way up Tennessee Pass, but it will be daylight at Salida. I'll be in the dome for the ride through the Royal Gorge. I agree with Jim about the *Colorado Eagle*, but I don't want to wait seven hours in Pueblo. Perhaps the D&RGW will honor my ticket for a side trip to Denver.

Jim will have more than 22 hours in St. Louis, and there are worse places to watch trains. Next morning he'll see sleepers from the *Texas Eagle* and the *Texas Special* switched into Pennsy's *Penn Texas* for a fast, no-nonsense run to New York. I'm inclined to keep going at St. Louis. Baltimore & Ohio's *Diplomat* leaves at 2:45 p.m., and I've heard good things about B&O dining cars — green salad with blue cheese on blue china. I can have a late-evening look at Cincinnati Union Terminal and daylight for some of the mountains of West Virginia the next morning. The connecting bus from trainside in Jersey City will put me across the street from Grand Central Terminal at 4:55 p.m. I can't catch the *Merchants Limited* to Boston at 5:00 p.m., but there are also trains at 6:00, 7:00 and 8:00. Or the *State of Maine* at 10:15 to Lawrence, then an early-morning commuter train south to Reading, making a nice circle trip out of it.

Most of that fantasy is long gone. However, Amtrak's *Southwest Chief* resembles the *Grand Canyon* more that it does the *Chief* and *Super Chief*. The *Coast Daylight* still exists, kind of, as the *Coast Starlight*, and Amtrak's *California Zephyr* offers the same scenery over the Sierra as SP's *Overland*. Some of that fantasy has returned: You can take a train, if not a through sleeper, to Grand Canyon, and La Posada is back in business. And trains once again go through Reading, Massachusetts, rather than terminate there.

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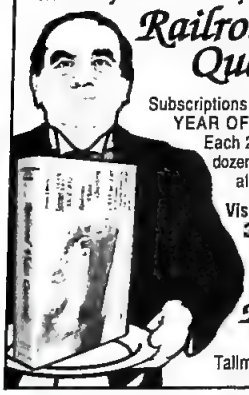

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BOOK REVIEW

La Locomotive A Vapeur (second edition)
By André Chapelon, 1952; English edition translated by George W. Carpenter, Mech. E.; 659 8½"×12" pages; $90.00 plus $5.00 shipping; distributed by Goodheart Productions, P.O. Box 47131-R, Chicago, IL 60647; 800/482-1522, *www.goodheartvideo .com;* Illinois residents add 8.75% sales tax.

In this modern era of "$50.00 slide show" books (pretty images but lack of deep text), here is a black and white, mostly text tome for $90.00 that exudes a wealth of detail and data on the global design evolution of the noble steam locomotive.

It was written by one of the high priests of the art form, Monsieur André Chapelon (1892-1978), chief design engineer for the French National Railways (SNCF) and who, until his death, was a firm believer in steam traction and continued to design improved, more efficient and powerful locomotives. The dutiful translation is by an Englishman who was involved in several advanced steam locomotive design projects. So influential was Mr. Chapelon in some aspects of design and performance enhancement that some of his theoretical and empirical principles are today being employed in rebuilt steam engines in various countries. Argentinean Sr. Livio Dante Porta is now working with Cuba on a rebuilt 1919 Alco 2-8-0 which debuted in 1999. Another of his disciples, David Wardale of the UK (whom I coincidentally met in China in 1988), was involved in the ACE 3000 project and C&O 614T tests in 1985. Wardale was the principal designer of the awesome "Red Devil" (modified 25NC 4-8-4) that still runs in South Africa. He also was contracted by the Chinese in the 1980s to propose design improvements for its huge fleet of 2-10-2s. Put another way, André Chapelon was to French, European and world holistic steam locomotive design advancement what the wizards at Lima and Roanoke were to Super Power and the mighty A, J and Y class Norfolk & Western machines. Do I have your attention yet?

This fascinating collection of data, engineering test charts, design conclusions, and bits and pieces of the steam engine art will keep a student of steam entranced for hours on end. Much of this 631-page volume and its 475 illustrations are snippets of technical data of various steam designs around the world that can be an invaluable reference. The format could be roughly equated to the old *Locomotive Cyclopedias* (locomotive and parts catalogues) of which reprints of two have been run. Parochial examples of content include some data from Lima's prototype 2-8-4 test runs on the Boston & Albany, and data on the Union Pacific Challengers and Chesapeake & Ohio Alleghenies. There are many comments on the Pennsy's T1 and poppet-valved K4, both of which were fast, powerful and efficient, so sure to catch the master's eye.

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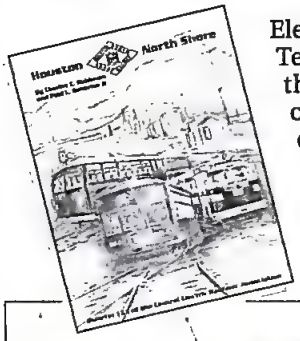
The book is organized in several sections. First comes a discussion of the basic elements of a steam engine (frames, appliances, boilers, drivers, etc.) Then we examine, one Whyte classification type at a time, designs from around the world, some key specifications, opinions, and such. Interspersed here are some technical discussions of thermodynamics, mechanics and physics related to steam engine design. Clearly, as we get into the larger engines, U.S. locos dominate. At the end, in the addenda, added by the translator to bring the volume up to date, so to speak, we see some of Chapelon's high-powered designs that never were built. Not surprisingly, a four-wheel trailing truck was common. A few pages of color photos at the end of the volume show some of the modern steam engines in service employing advanced design principles. There are also brief biographies of several individuals from various countries who have followed in André Chapelon's footsteps.

One lure of the book is gaining an appreciation for the historical interplay of design preferences amongst countries. Designs improved as new techniques were developed, skipping continents as word spread, such that the sum of many individual developments improved things vastly. There is some good biographical and historical information here as well, illustrating that this endeavor, like many others in man's history, belonged to a relatively small group of experts who were passionate about their work and shared their knowledge freely. Examples of steam engine refinement covered here, some of which Chapelon championed, include a migration from spoked drivers to Boxpok or other disc designs, the desire to vastly increase the diameter of steam-flow passages, higher temperature superheating, improved methods of combustion and feedwater heating, better exhaust nozzle and related smokebox arrangements for improved drafting, compounding, and so on.

If you are a student of steam — what it was, what it might have been, or what it could still be — this scholarly book is for you. Each reader likely will gain from it different things, but the language is universal: Steam. How much can we coax out of such a simple element of nature under the rigors of railway use? More than you might suspect. And here is one of the men who made it happen then, and has motivated others to continue the quest today. — *Tom Kelcec*

Houston North Shore
By Charles C. Robinson and Paul L. DeVerter II



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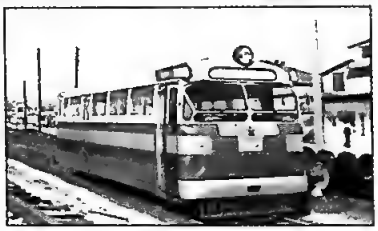

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Alaska Railroad

STRAIGHTENING THINGS OUT: The Alaska Railroad is reducing 70 curves between Anchorage and Wasilla, the most tortuous section of the railroad. With 10 degree curves and 25 m.p.h. speed restrictions, the trip currently takes 90 minutes. The project will reduce maximum curvature to two degrees, allowing a top speed of 50 m.p.h., reducing trip time to under an hour.

Amtrak

SERVICE CUTS AHEAD? In order to make up a projected $200 million budget shortfall, Amtrak will have to cut expenses by about 15 percent. Reductions may be made in train frequency, routes, onboard personnel, and management.

ADIRONDACK SUSPENDED: In what appeared to be a repeat of the *Vermonter's* experience in June, the *Adirondack* was suspended from July 23rd to 26th to enable Canadian Pacific to perform track work and eliminate widespread slow orders between Albany, New York, and Montreal, Quebec.

LOUISVILLE SERVICE ON TAP: In August, track work and renovations will begin at Louisville Union Station for the planned October extension of Amtrak's *Kentucky Cardinal* from Jeffersonville, Indiana, to Louisville, Kentucky.

VERMONT SERVICE FUNDED: Amtrak has agreed to operate the New York-to-Rutland *Ethan Allen Express* and the Washington-to-St. Albans *Vermonter* for at least another year. Amtrak and the state will develop a five-year plan for Vermont passenger service.

79 M.P.H. TO PORTLAND: Once again, the Surface Transportation Board has ruled in favor of Amtrak's operating at 79 m.p.h. over Guilford's line from Plaistow, New Hampshire, to Portland, Maine. In late June, the STB ordered Guilford to allow Amtrak to conduct tests using the FRA's Track Loading Vehicle to determine whether the track structure is adequate. Previously, the Board had ruled that Amtrak could safely operate up to 79 m.p.h. over the existing 115-pound rail; Guilford wanted to impose a 59 m.p.h. limit unless heavier rail was used, claiming that there was no way to test the line's suitability for passenger operation at the higher speed.

CSX

BALTIMORE TUNNEL FIRE: On the afternoon of July 18th, northbound 60-car CSX train L412-16 went into emergency inside the 106-year-old Howard Street tunnel under downtown Baltimore, Maryland, derailing several cars and sparking a smoky five-alarm fire which brought the city to a halt for days. A water main above the tunnel broke, collapsing Lombard Street; major highways, the Inner Harbor and the light rail system were closed, and several Baltimore Orioles baseball games were rescheduled. Traffic was detoured over other CSX lines in the midwest and Norfolk Southern's line through Hagerstown, Maryland.

An inspection on July 24th found little damage, and traffic through the tunnel resumed by evening. At press time, the cause of the disaster had not been determined, but attention was focused on the water main. Train crews had reported water dripping in the tunnel prior to the accident. The tunnel is a crucial link in CSX's primary route from New England and New York to the south.

NEW YORK-TAMPA BOX CAR TRAIN: In May, CSX began filling out tonnage on the southbound empty Tropicana juice unit train with up to 25 loaded box cars. By avoiding all intermediate switching, the *Florida Special* service provides scheduled three-day service for box car traffic between Oak Island Yard in northern New Jersey and Tampa, Florida at rates much lower than truckers charge. By using excess capacity on an existing train, the new business costs the company almost nothing.

MORE JUICE: Tropicana has opened a new orange juice plant on the Florida East Coast in Fort Pierce, Florida. Currently shipping five cars of juice a day, which are forwarded to a connection with the CSX juice train in Jacksonville, the plant is expected to produce 35 cars or more per day by next year. Eventually, the plant could produce enough juice to justify a second train.

Florida East Coast

SIX AXLE POWER EVALUATED: FEC has leased nine ex-Union Pacific SD40-2s for six months. Numbered FEC 701-709, the units have been equipped as leaders with air conditioners and ATC, and will retain their UP colors at first. If their performance is acceptable, the railroad will extend the lease and repaint the units.

LTV Mining

IT'S OVER: On July 19th, LTV Mining ran its last train from Hoyt Lakes to Taconite Harbor, Minnesota, 82 cars of chips pulled by a pristine five-unit set of F-units instead of the expected leased GE's. The final taconite loads, also pulled by F-units, ran on June 22nd.

Norfolk Southern

NEW OHIO INTERMODAL YARD: Norfolk Southern has opened a 70-acre intermodal terminal near Interstates 480 and 271 in Maple Heights, Ohio, replacing its old intermodal terminal in downtown Cleveland.

Pacific Wilderness

EXCURSION TRAIN FOLDS: The *Pacific Wilderness* excursion train on Vancouver Island, Canada, made its last run on July 19, 2001. That afternoon, the PW equipment was forwarded to the ferry slip at Nanaimo for shipment back to parent Ohio Central. The company could not make its lease payments due to insufficient cash flow caused by low ridership. President Ross Rowland said that the railroad station was located two blocks from Victoria's prime tourist area, and not enough people found their way there.

SolTrain

In June, SolTrain, the world's first solar-powered train, made a successful test run in Felton, California. Developed by Sustainable Monterey Bay, the single-car unit is a modified electric bus with 13 photovoltaic cells on the roof and 22 batteries inside. SolTrain's top speed is about 10 m.p.h., but the prototype demonstrates that the concept is viable. Future designs will be capable of about 50 m.p.h. And we thought we were kidding with Curt Katz's solar powered LRV (RAILFUN, page 55, July 2001)!

West Tennessee Railroad

LEASES NS CORINTH-FULTON LINE: The West Tennessee Railroad has leased Norfolk Southern's Corinth, Mississippi-Fulton, Kentucky, line, plus an NS branch from Jackson to Poplar Corner, Tennessee, expanding the 43-mile WTRR to over 180 miles. The newly acquired line serves over 50 customers and connects with Canadian National, CSX, Kansas City Southern and Norfolk Southern. Operations will be based at Iselin Yard in Jackson, and the railroad will acquire seven locomotives from Relco.

Weyerhaeuser

TRESTLE BURNS: Fire destroyed about 800 feet of the Weyerhaeuser Woods Railroad (Columbia & Cowlitz) trestle over the Cowlitz River at Kelso, Washington, on July 2, 2001. The eastern section collapsed and was thought to have damaged a natural gas pipeline serving Weyerhaeuser's Longview mill. The mill reopened several days later, after an inspection showed the pipeline was not damaged. Repairs to the trestle were expected to take at least eight weeks.

Wisconsin Central

F-UNITS SIDELINED: Wisconsin Central removed the entire ex-Algoma Central F-unit fleet from service in early July, assigning GP9s and GP40s to former AC passenger trains. The F's are currently stored serviceable at Sault Ste. Marie, Ontario.

Wisconsin & Southern

PASSENGER SERVICE IS CUT BACK: Due to rising costs, marginal profitability and flat ridership, Wisconsin & Southern plans to gradually phase out most of its passenger service. The railroad's two E9s and four passenger cars will be retained, while a baggage car, two coaches and an FP7 diesel are for sale.

WILLIAM LARDUSKEY

Baltimore Tunnel Fire

The power from ill-fated CSX train L412-16 stands under the train shed at Mount Royal in Baltimore, Maryland on July 18, 2001, as smoke spews out of the north portal of the Howard Street Tunnel. The units were later used to pull many of the train's 60 cars out of the tunnel as firefighters battled the stubborn, four-day fire (**above**). A water cannon sprays the tunnel at **left**. For more details, see story on **page 26**.

A SEPTA FA?

Not exactly. Former LIRR cab car/HEP units Nos.615 (FA1) and 622 (F7)have been acquired by the Southeastern Pennsylvania Transportation Authority. and equipped to spread Electra-Gel, a compound containing an electrically conductive grit to the rails, every morning in leaf season. Falling leaves crushed under train wheels give the rails a slippery surface, and with no traction sand boxes, SEPTA's m.u. cars have trouble accelerating and stopping. Still equipped with control stands, the Alco (**right**) will be used on ex-Reading lines, while the EMD is assigned to ex-Pennsylvania lines.

DALE W. WOODLAND

BRYAN RICE

Indiana & Ohio Leasers

Susquehanna SD70M's 4050, 4052 and 4054 have been leased to Indiana & Ohio for three years after a short stint on the Vermont Rail System last fall. Two of the visitors teamed up with I&O power at Cincinnati, Ohio on May 10, 2001 (**left**).

Railnews

This month's top stories and photos

More Exotic Utah Power

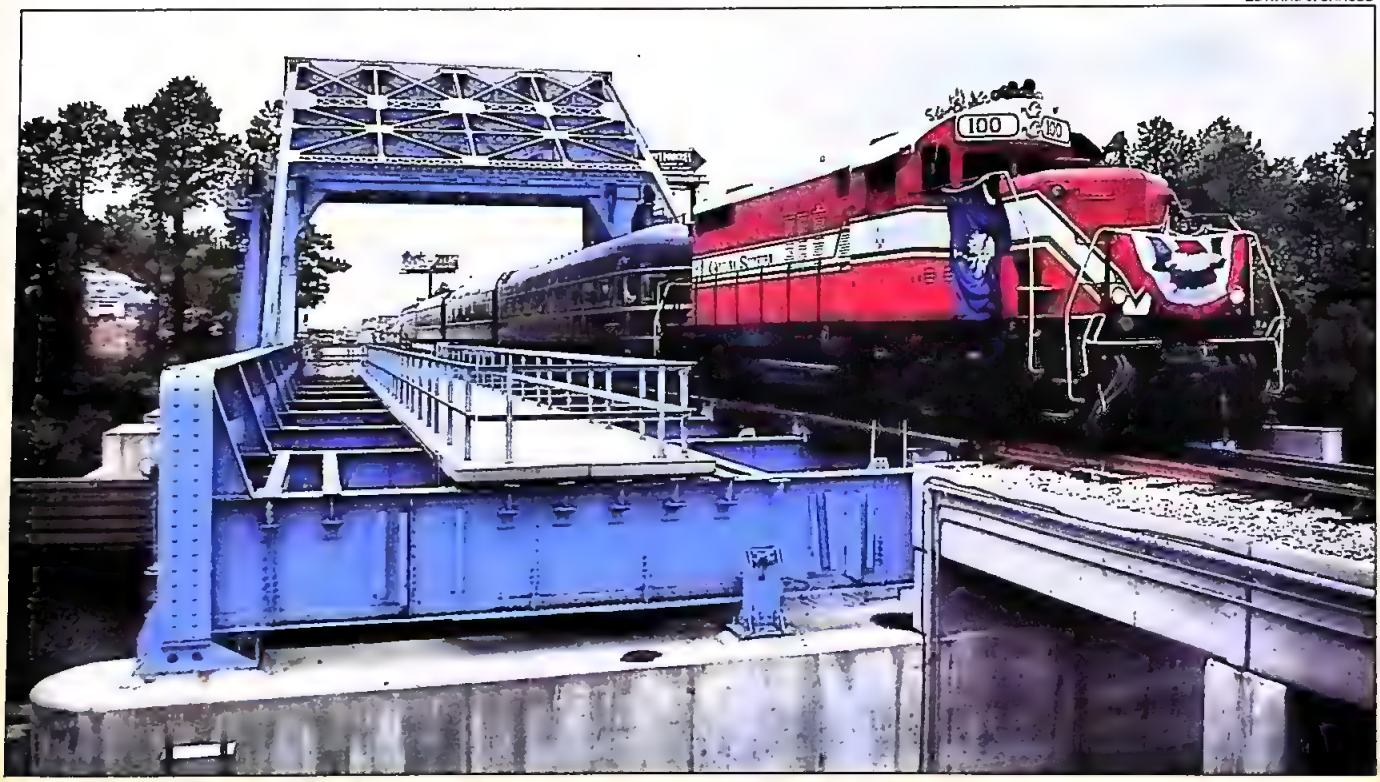
To follow up its acquisition of six MK5000C road units (August 2001 RAILFAN), the Utah Railway has purchased five former Hamersley Iron (Australia) SD50S's from National Railway Equipment. In 1981 they were built by Australian EMD licensee Clyde.

LON COONE

By Rail to Myrtle Beach

The first train in 14 years crosses the newly rebuilt 54-year-old Pine Island drawbridge across the Intracoastal Waterway at Myrtle Beach, South Carolina, on June 22, 2001 (**below**). The Carolina Southern inaugural trip to Myrtle Beach originated in Conway. The railroad expects to develop freight business in increasingly congested Myrtle Beach.

EDWARD J. SHRUBB



Railroad Days Excursions

Galesburg Railroad Days were held on June 22-24, 2001. Each day, diesel-powered excursion trains ran 25 miles east to Yates City, Illinois using the consist pictured here. Equipment on display included a rotary snowplow, a flanger, executive train locomotives BN-1, -2, and -3 (F9A, F9B, E9A) from the Illinois Railroad Museum collection, and BN SD70MAC 9418.

EDWARD L. JOHNSON

FRANK POWELL

Sunset for MLW Passenger Units

Get your pictures now. Via Rail Canada will replace its remaining Alco-powered MLW LRC diesels with General Electric P42-9DC's later this year. The low-slung speedsters were never as reliable or well-liked as their FPA4 ancestors. On May 29, 2001, LRC No.6903 led Ottawa-Toronto train 49 through Gananoque, Ontario.

Compount Interest on the Black Hills Central

In May 2001, the Black Hills Central put newly overhauled 2-6-6-2T Mallet No.110 to work hauling passengers between Hill City and Keystone, South Dakota (**below**). The 1928 Baldwin was built for Weyerhaeuser Timber and also worked for Rayonier before being sold to the Heber Creeper in Utah. After 20 years on static display there, No. 110 was acquired by Black Hills Central in 1999. The Mallet's overhaul was completed in February, 2001. Also in May, BHC resumed service to downtown Keystone after rebuilding three bridges which had been washed out in 1972. The project included a new station and runaround track (**right**).

TWO PHOTOS: JEFF TERRY

Fort

This busy Texas short line has two distinct personalities/Ken Fitzgerald

Photography/the author (except as noted)

THE STORY of the Fort Worth & Western Railroad began in 1987 when local businessmen Bill Davis and Bob Roberson bought roughly six miles of Burlington Northern track from Belt Junction on the south side of Fort Worth to the site of now-demolished Tower 60 on the north side. This line was originally the Fort Worth & Rio Grande, later becoming part of the Frisco. Freight service began the next year, but the owners had bigger aspirations.

Operations were first based behind the locked gates of customer Bunge Foods near the Fort Worth Stockyards and were moved to the remains of the old Frisco 8th Avenue yard on the southwest side of the city once suitable engine servicing and storage facilities were built. In September 1998, the facilities were moved once again to the old Cotton Belt yard at Hodge, located in North Fort Worth along the route to Grapevine.

December 12, 1998, marked the day the Fort Worth & Western truly lived up to its name with the purchase of the old Santa Fe Cresson Subdivision (which originally ran from Cleburne through Cresson to Weatherford) and Dublin Subdivision. Extending 134 miles from Belt Junction southwest to Ricker on the BNSF Lampassas Subdivision just east of Brownwood, the Dublin Sub was built as the Fort Worth & Rio Grande Railway, the same railroad that built the original six miles of the FWWR, and later became a part of the Frisco. Purchased by the Santa Fe in 1937, this line operated under its control (and then BNSF) until 1994, when it was sold to the local regional development authority known as CenTex and operated by the South Orient. In addition to the line from Belt Junction to Ricker, the South Orient operated over 29.1 miles of BNSF's Lampassas Subdivision to San Angelo Junction, where the South Orient regained its own track for the run to Presidio on the Mexican border. When the FWWR acquired the Dublin Sub, it retained BNSF trackage rights in order to interchange with the South Orient at San Angelo Junction.

The South Orient operated from San Angelo Junction through San Angelo to Presidio on the Mexican border until the spring of 2000, when the operation was taken over by Grupo Mexico. South Orient had not operated the line

Worth & Western

from San Angelo to Presidio for several years. Grupo Mexico, operating as the Texas Pacifico, intends to provide service between San Angelo Junction and the Mexican port of Topolobampo on the Gulf of California.

While the whole railroad is collectively known as the Fort Worth & Western, on paper only the original line from Tower 60 to Belt Junction and the Dublin Sub is actually the Fort Worth & Western. Legally, the line from Tower 60 to Hodge is the Fort Worth & Dallas Railroad, and the rest of the line from Hodge to Carrollton is the Fort Worth & Dallas Belt Railroad.

FWWR is listed as a Class II railroad, and between Carrollton and milepost 3.7 on the Dublin Sub is operated within yard or "restricted" limits at a maximum speed of 20 miles per hour. Dispatchers based at corporate headquarters in Ridglea Place Tower in West Fort Worth control the rest of the railroad, from milepost 3.7 to Ricker, by Track Warrant Control, with a maximum speed of 40 m.p.h. "Poor man's CTC" (with only one set of intermediate signals between sidings) is still in place on the Dublin Sub, but has not been used since 1994.

Road channel radio communications are on 160.215 Mhz (AAR 07), with 160.785 Mhz (AAR 45) for switching and maintenance of way use. All trains crossing the Tower 60 area must contact BNSF Dispatcher 22 on 160.650 Mhz (AAR 36) for clearance. The old South Orient road channel 160.440 Mhz (AAR 22) is used from milepost 3.7 and Ricker on the Dublin Subdivision, using phone-patch base stations at Cresson, Tolar, Stephenville and Comanche.

Motive Power

As on many fledgling shortline operations, Fort Worth & Western's first locomotive was leased, in this instance from Econo-Rail, in 1988. Appropriately, it was an old veteran returning in the form of CF7 No. 2569, which had been rebuilt from AT&SF F7A No.213C in nearby Cleburne in 1973. It was delivered in a dark blue coat with "FWWR" in large letters on its flanks. Adorning the nose was a caricature of a cheerful tarantula in railroader's garb, affectionately known as "Cahoots."

No.2569 was replaced two years later by Econo-Rail CF7 No.2473 (ex AT&SF F7A No.345C), a 1976 graduate of Cleburne. As business improved, in 1993 the 2473 was returned and GP7 No.4299 (ex-C&NW 4299, originally C&NW 1557) was purchased from the Great Western Railway in Loveland, Colorado. GP7 No.1500 was spotted while shopping at VMV in Paducah, Kentucky, and was recognized as ex-AT&SF No.2198 that was rebuilt at Cleburne from the original AT&SF No.2785. Returning close to home, No.1500 was purchased in 1996 to help with the increased workload. A new, attractive blue and yellow paint scheme was adopted for both engines in 1997.

The purchase of the Dublin Sub also brought "new" power in the form of six GP7s, Nos.101-106, from the South Orient. Larger power was needed for the Dublin Turn, and three GP20s were leased from BNSF to power the Dublin to Fort Worth road switchers. Next, four leased ex-Illinois Terminal, ex-Norfolk Southern GP38-2s belonging to the Georgetown Railroad replaced the GP20s.

A more permanent solution was needed so, in February 1999, three ex-CP Rail GP35s (Nos.5004, 5007 and 5020) were purchased from the David

ABOVE: **Fort Worth & Western GP7s 1500 and 4299 show off their new paint as they lead a southbound train at Mistletoe Avenue in Fort Worth in August 1997.** BELOW: **The two faces of the Fort Worth & Western meet as FWWR 1500 holds in the clear for the *Tarantula Train*, powered by ex-Southern Pacific 4-6-0 No.2248. The FWWR acquired No.2248 from the Texas State Railroad in 1990 and started passenger service in 1992.**

ABOVE: **Southern Pacific power works on the Cotton Belt in Grapevine in March 1988. By the mid-1990s, between Tower 60 and Addison the Cotton Belt had fallen into disuse and was purchased by Dallas Area Rapid Transit, which then leased the line to the Fort Worth & Western.** BELOW: **The first Forth Worth & Western train on the newly acquired ex-Santa Fe Dublin Subdivision crosses the Trinity River in Fort Worth on December 12, 1998. Three GP20s leased from BNSF, along with GP7s purchased from the South Orient, lead the train.**

J. Joseph Company and were moved from storage at VMV in Kentucky to the Texas & Northern Railroad in Lone Star, Texas, for testing and painting in FWWR blue and yellow. They were assigned to the Dublin hauling jobs, and all the leased units were returned. GP7s 102, 104 and 4299 were stored as they developed major problems, and were sold in 2000.

The GP35s served well at first, but as traffic levels increased, they began to show their age. The need for increased reliability brought about the purchase of four completely overhauled ex-Rio Grande and Southern Pacific GP35s from Omnitrax in Loveland, Colorado. Designated GP38-3s, they were delivered between October 2000 and January 2001 and incorporate an automated unattended cold weather engine start/stop system, among other features.

A symbol of a longhorn, along with the following names, now adorns the flank of each unit — No.2000 is named *Miss Molly*, after a famous Stockyards district madam; No.2001 is named *Niles City*, which was an early name for the Stockyards district; No.2002 is named *Cowtown*, Fort Worth's nickname; and No.2003 is named the *General Worth*, after Brigadier General William Jenkins Worth, whose choice of a high bluff overlooking the Trinity River as an encampment was responsible for the area being named after him in 1849.

Freight Assignments

Freight traffic totaled over 30,000 cars in 2000. Freight jobs go on duty at the old Cotton Belt yard at Hodge Yard in north Fort Worth, where primary inter-changes are maintained with Union Pacific and BNSF. As with any short line, freight jobs and assignments are often adjusted to meet the customers' needs on any given day, and so the following data may vary.

Job 101 goes on duty at 7:00 a.m. Monday through Friday to switch Hodge Yard and the interchanges. Job 102 goes on duty at 9:00 a.m. Monday through Friday, and works between Hodge and milepost 3.7. Job 103 goes on duty at 1:00 p.m. Monday through Friday, and works between Hodge east to Carrollton, where cars are switched in the expansive Valwood Industrial Park. Job 201 is called at 4:00 p.m. Saturday through Wednesday to continue switching Hodge Yard. Job 202 is called at 4:00 p.m. Wednesday through Sunday to work between Hodge and Cresson and on to Cleburne.

The "hauling job" from Dublin to Hodge uses the symbol DUFW outbound to Fort Worth, and FWDU for the return. Normally called the "Dublin Turn" on the radio, this job is usually called at Dublin as needed between 3:00 p.m. and 6:00 p.m. during the week and 9:00 a.m. to 10:00 a.m. on Sundays. The 401 job goes on duty at Dublin at 6:00 a.m. to switch customers between Stephenville and Comanche, and presently goes to San Angelo Junction to interchange once a week. Job 402 is called at 7:30 a.m. to run over the "Peanut Line" to Gorman.

Both jobs are off on the weekend.

ABOVE: **Ex-Canadian Pacific GP35s 5020 and 5007 lead train DUFW (Dublin-Fort Worth) across the Trinity River and past the metropolitan skyline of the railroad's namesake city. BELOW: Counterpart train FWDU is at Rosedale Street in Fort Worth on May 21, 2001, with GP38-3 No.2000 (a GP35 rebuilt by Omnitrax) leading.** BOTTOM: **Conductor Bo Powell (now retired) makes up the switch list in the comfort of his pickup truck in Forth Worth's Hodge Yard in June 1998.**

Passenger Operations

In 1990, ex-Southern Pacific 4-6-0 No.2248 was purchased from the Texas State Railroad in Rusk. After a two-year overhaul, passenger service was started between the former Frisco 8th Avenue yard and the Fort Worth Stockyards National Historic District four miles north. At the Stockyards, a new quarter-mile spur forming a wye off the main line was built, leading to a runaround track through the old livestock sheds and ending at a turntable, which originally served the Missouri-Kansasa-Texas at Denison, Texas. A western prototype gravity-feed 5000-gallon water tank was constructed next to the turntable lead in 1998.

Fort Worth was originally established on the banks of the West and Clear Forks of the Trinity River in 1849, and the Texas & Pacific Railroad arrived in 1876 from the east. The frontier settlement went on to earn the nickname "Cowtown". Between the 1860s and early 1970s, when the last meat packing plant closed its doors, more than 100 million head of livestock had been processed at the Stockyards on their way to America's tables. The Stockyards was established as a National Historic District in 1976, and restored as a large scale tourist attraction, featuring rodeos in the "Cowtown Coliseum," the Stockyards Hotel where Bonnie and Clyde once slept, the Cowtown Museum, Billy Bob's World's Largest Honky Tonk, restaurants, shops and mock gunfights in the street.

The only missing element of Western atmosphere was a steam train, and Bill Davis was quick to provide that, beginning in January 1992. The sight of No.2248 pulling slowly through the restored cattle sheds was an instant success, and the train has been a cornerstone attraction for the Stockyards ever since. The passenger train initially ran seven days a week, steam-powered for five of those days.

A map of proposed rail lines originating from Fort Worth was drawn up in 1873, three years before the arrival of the Texas & Pacific. The lines radiating out in all directions resembled a tarantula, and by the early 1900s the "Tarantula Map" had become a reality. To pay homage to this early bit of local history, the map's nickname was adopted for the restored passenger train. The Tarantula Mercantile Corporation owned the Tarantula Steam Train business, and FWWR supplied the motive power and operating personnel. The Tarantula Corporation is the parent company to

ABOVE: **Forth Worth & Western GP7 1500 leads a northbound train across a low timber trestle in Fort Worth's Forest Park in October 1997.** OPPOSITE: **One year later, the 1500 is joined by ex-Chicago & North Western GP7 4299 switching the Coors distributor at Fort Worth's Sylvania Industrial Park.**

both subsidiaries.

Eighteen miles to the northeast, Grapevine was founded even earlier, in 1844, one year before Texas statehood. Rails in the form of the St. Louis, Arkansas & Texas arrived in 1888 from the east on their way to Fort Worth. Eventually coming under the Cotton Belt flag, this line from Carrollton, north of Dallas, to Fort Worth, where red and gray SD45s were once the norm, had by the mid-1990s fallen into disuse. The Dallas Area Rapid Transit (DART) consortium purchased the line from Addison through Carrollton to Tower 60 for its rail bank. In early 1996, FWWR leased the line from DART and began freight operations from Tower 60 to Carrollton, 26.5 miles plus sidings.

Named after the wild fruit-bearing vines discovered by the town's founders, Grapevine looked forward to a partnership with the Tarantula Train to help its own quest to bring more visitors to its historic main street and other attractions. A group of historic buildings was moved to an area adjacent to the tracks, and the town's second depot, built in 1901, was also moved back to trackside to house a ticket office and museum.

The turntable in Grapevine is 100 feet long, weighs 300,000 pounds, and is operated by a 20 h.p. 480-volt motor. It served the Santa Fe in Slaton, Texas, from 1927 to 1974, then in Saginaw, Texas, until 1992. It was sold to the Grapevine Heritage Foundation for the mighty sum of $1.00, provided that it was moved within 48 hours.

The Foundation was up to the task, and the turntable first bore No.2248's weight on May 18, 1996, shortly before Grapevine became the engine's new home base for regular passenger service to the Stockyards beginning on August 30th of that same year. Three more turntables owned by FWWR are stored on the property for possible future use, having previously served in Texas on the Kansas City, Mexico & Orient in Hamlin, SP in Ennis and the Katy in Wichita Falls.

The "star" of the operation, Ten-Wheeler No.2248, began its life on the shop floor of the Cooke Locomotive & Machine Works in Paterson, New Jersey, in August 1896. The finished product delivered to the Southern Pacific was T-1 class 4-6-0 No.1829, with 63" drivers and weighing 71 tons. Rated at 850 h.p. or roughly 25,260 pounds of tractive effort, the little coal-burner was renumbered to 2248 in 1901, and converted to burn oil in 1910. In a 1934 overhaul she received the boiler and left cylinder assembly from sister No.2263.

After many years in Southern Pacific passenger service, No.2248 escaped the fate of many of its sisters by starting a new career. Equipped with duplex pumps capable of pushing 300 gallons of water a minute out of two moveable nozzles on the front of the engine and other hoses, the locomotive filled a new role in California fire train service. Towing two cars holding a total of 12,500 gallons of water, No. 2248 was kept under steam 24 hours a day to provide fire protection to the forests and 23 miles of wooden snow sheds in the Sierra Nevada. Fire trains were maintained at Emigrant Gap, Truckee, Norden and Cisco, California.

After still another assignment in the 1950s as a Southern Pacific ceremonial engine, its flue time ran out and No.2248 was sold for scrap in 1960 to Charles T. Brown in San Fernando, California. Mr. Brown and his friend Walt Disney had the idea to build a steam-powered railroad in Los Angeles' Griffith Park using the 2248. After this did not come to pass and Disney went on to build Disneyland, No.2248 sat in Mr. Brown's back yard. He could not part with the old veteran, even after she was tipped on her side by an earthquake in 1971.

Salvation came again in July 1974 when No.2248 was inspected and purchased for the Texas State Railroad by General Manager Ed McLaughlin, who had become acquainted with the locomotive while it had been stored in Mr. Brown's back yard. After a complete rebuilding by TSR in Maydell, the old Ten-Wheeler was ready for service again, but was soon renumbered 200 and painted red, white and blue for TSR's 1976 Bicentennial dedication. She labored faithfully again in passenger service in the piney woods of east Texas before once again facing retirement in 1983 when larger power was needed to pull heavier TSR trains. The end, finally, to a great career? A cat would envy the number of lives No.2248 seems to possess.

Ed McLaughlin had moved on to take the position of general manager of

the Fort Worth & Western, and when the need arose for a steam locomotive, he thought of his old friend sidelined in Rusk. No.2248 was purchased by the FWWR in 1990 and made its debut in Cowtown after a two-year rebuild. In its current configuration, No.2248 burns a mix of waste oil and No.4 fuel oil, generating 1800 BTU's of heat for the 3000 gallons of water in the boiler, and runs at about 160 p.s.i. The tender holds 7000 gallons of water and 2400 gallons of fuel. In a typical 50-mile day between Grapevine and Fort Worth, No.2248 uses an average 6500 gallons of water and 450 gallons of fuel.

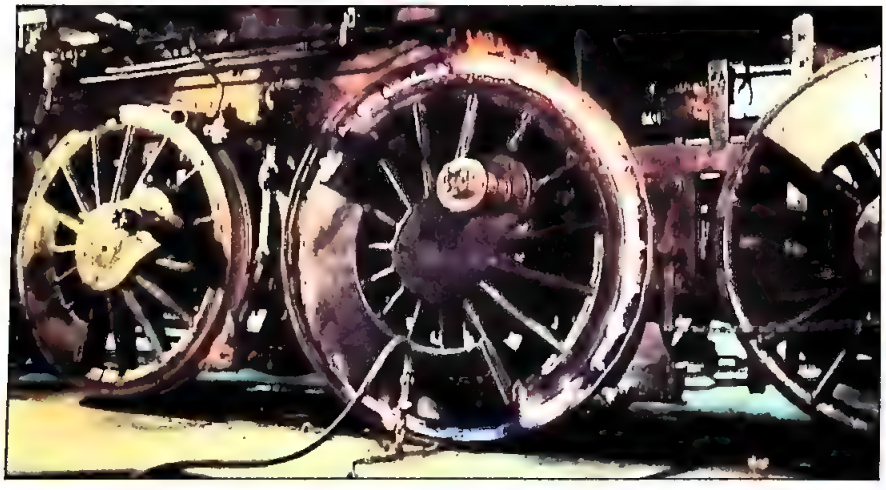
Two other steam locomotives were acquired for possible use, but have been disposed of. SP M-6 class 2-6-0 No.1744 pulled the *Heber Creeper* on the Wasatch Mountain Railway before moving to Fort Worth in 1990. She sat idle until purchased and rebuilt by Rio Grand Pacific in 2000 for the now defunct *Big Easy Steam Train* in New Orleans. Ex-Rock Island 4-6-2 No.938 had been on display in Enid, Oklahoma, before coming to Fort Worth, but was sold to the Illinois Railway Museum in 1999.

Passenger cars Nos. 206, 207, 208 and 209 were purchased from the Strasburg Rail Road, having originally served the Delaware, Lackawanna & Western. Observation cars 1808 and 1818 came from the Wabash, by way of the Smoky Hill Railway Museum in Missouri. They run with open sides in the summer to give passengers the maximum steam experience. In 1998, the friction bearing trucks on all cars were traded for roller bearing trucks taken from ex-Metro-North commuter cars.

In order to concentrate more fully on its growing freight business, in April 1999 FWWR leased the equipment and operation of the passenger train to Coe Rail, operators of the *Michigan Star Clipper* dinner train. Coe wished to operate a dinner train out of Grapevine in addition to the *Tarantula*, and brought in two F-units and three passenger cars from its discontinued *Iowa Star Clipper*.

The diesels and cars were refurbished and the dinner train operated

ABOVE: **Steam meets steam — sort of. Forest Park Railroad 4-2-4T No.501 meets FWWR 4-6-0 No.2248 with the *Tarantula Train* in April 1998. The 501 is actually powered by a gasoline engine — and check those Blomberg trucks!** BELOW LEFT: **No.2248 is fitted with new tires in January 1998 at the railroad's shop.** BELOW RIGHT: **Crew members Dan Carey, Steve Clark and John Seay pose with No.2248 at the Grapevine station in June 1998.**



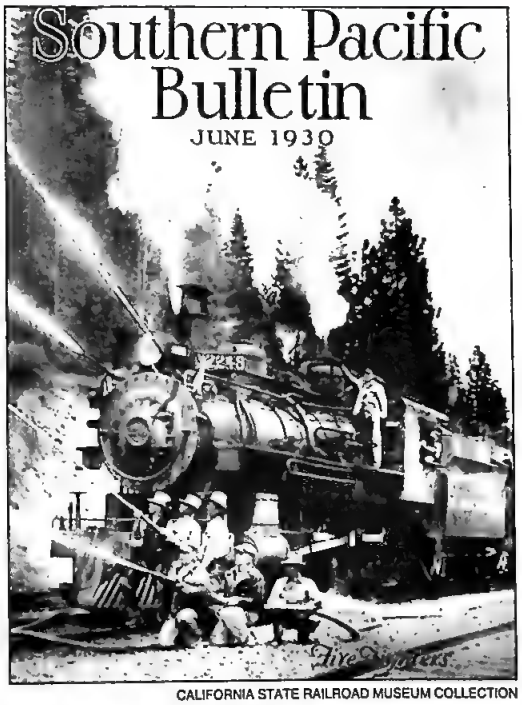
briefly, but friction between Coe and FWWR over passenger operations came to a head on March 15, 2000, when the passenger train collided with a FWWR switch job on the run back from 8th Avenue. Subsequent to the FRA investigation, FWWR went to court, had Coe removed from the property, and once again took over full operation of the passenger train.

Fort Worth & Western was then diesel powered exclusively, as No.2248 had made its last run on Sunday, January 17, 2000, before being taken out of service for its annual overhaul, which included a long list of issues to be corrected. The Stockyards and Grapevine were concerned over their potential loss of tourist revenue, and so in December 2000 the city of Grapevine and FWWR entered into a seven-year lease of the equipment to the city, with operating crews provided by FWWR.

A metal building adjoining the Grapevine turntable was purchased by the city, and tracks were laid into it from the pit. Steam consultants Gary Bensman and Scott Lindsay were brought in, and in February 2001 original FWWR Master Steam Mechanic Ron Larson of Southwest Steam Locomotive began the latest rebuild of No.2248. Boiler tubes, the flue sheet, all four pony truck wheels and all the tender wheels were among the items replaced. The work was completed in record time, and No.2248, now named *William S. Davis*, was unveiled on May 17th before returning to regular service around the first of June.

Grapevine intends to operate steam Thursday through Sunday, with

ABOVE: **Strutting her stuff, 2248 leads the *Tarantula Train* southbound at Park Place en route to the 8th Avenue Yard in Fort Worth in December 1997.** BELOW: **SP 2248 escaped the scrapper's torch when it was bumped from passenger trains by serving in firefighting service in the Sierra Nevada. The Ten-Wheeler was the "cover girl" for the *Southern Pacific Bulletin* in June 1930.**



CALIFORNIA STATE RAILROAD MUSEUM COLLECTION

diesels covering Monday through Wednesday. The preferred diesel is usually GP7 No.1500, which had its FWWR paint touched up in May at Mr. Davis' direction to improve the image of the passenger train. The city is actively looking for a second steam locomotive to ease the burden on No.2248.

The regular passenger train is called Job 901, leaving Grapevine at 10:00 a.m. Wednesday through Saturday, and at 1:00 p.m. on Sundays. The run to the Stockyards takes about 75 minutes, barring interference at the UP and BNSF crossings. After arrival at the Stockyards, a 45-minute round trip to 8th Avenue is made at 12:00 p.m. Wednesday through Saturday, and at 3:00 p.m. on Sundays for local passengers. The train leaves for Grapevine at 2:00 p.m. Wednesday through Saturday, and at 4:45 p.m. on Sundays. Check the current schedule, prices and motive power by calling 817/625-RAIL, or browse *www.taran tulatrain .com.*

Personnel

The Random House Dictionary defines a *team* as "A group of persons joined together in some action or contest." Whether it involves your favorite sports team striving to achieve a victory, or a railroad working to deliver a customer's cars on time, in the end success is less depend-ent on uniforms and bats, or locomotives and track, than on the spirit of the people involved and their ability to work together.

This is brought home by a recurring theme heard in the comments of employees like Richard Benton, who says, "It's the people that keep me here, and the way they treat each other. I've never enjoyed a working relationship more." In 1950, Benton's interest in railroading was sparked by his uncle, a footboard yardmaster for the Santa Fe in San Angelo, Texas.

In 1980, Benton started work at the Texas State Railroad as a locomotive mechanic and, ironically, the next year he began firing No.200. Benton moved up to engineer in 1985, and in 1990 trained firemen for the Austin & Texas Central on Texas & New Orleans 2-8-2 No.786. He came to FWWR full time in 1994 after two years working as a contract engineer helping to relieve regular men, and today, reunited with No.2248, Benton works at the throttle of both diesel and steam power.

FWWR President Jim Martin echoes the same sentiments. After a 32-year career with the Santa Fe that began as a switchman in Clovis and ended as Superintendent of the Valley Division, Jim realized he "wanted to stay in the railroad fraternity, and not play golf all day." He came to FWWR in 1995 because "the people are great to work with, and the challenge of growing the excursion service while maintaining the freight traffic." General Manager Bob Lavery concurs, ending a 30-year hitch with the Kansas City Southern to come to Fort Worth and "return to a type of personal railroading that no longer exists on many Class I's today."

Railfanning

Railfanning the FWWR is relatively simple, and can easily be turned into a family outing. Good maps showing the streets and railroad tracks are readily available for Fort Worth and Tarrant County, in addition to the line to Dublin. A scanner is very helpful for keeping track of the passenger train or finding a freight job out on the line.

Hearing BNSF Dispatcher 22 give a FWWR train permission to go from the "top to the bottom" (east to west) or from the "bottom to the top" (west to east) at Tower 60 is a good way to pinpoint their location, in addition to regular crew conversations with the FWWR dispatcher. While call times may vary during the week, the Dublin Turn goes on duty almost every Sunday around 9:00 a.m. in Dublin, and can be easily followed to Fort Worth and part way back in daylight. The bridge over Lake Granbury, approximately 25 miles southwest of Fort Worth, and a typical meet with the passenger train somewhere between 8th Avenue and the Stockyards are just a few of the nice shots to be taken along the way.

Since the majority of the FWWR runs through public areas, many good photographs can be taken without

ABOVE: **The Fort Worth area is steeped in western lore, so the steam-powered *Tarantula Train* is a natural complement to the region. A group of gunfighters join Ten-Wheeler 2248 outside the Fort Worth Stockyards in a wild west scene.** BELOW: **Before coming to the Fort Worth & Western in 1990, ex-SP 2248 served on the Texas State Railroad as its No.200. TSR painted the 200 for the American Bicentennial during its tenure there.**

trespassing. If you find your way to Hodge Yard or the steam engine spot at Grapevine and wish to take pictures, please check in at the local office first. The FWWR is railfan-friendly at present, so keep that in mind before you do something that could change that for everyone.

The regular passenger train is the most predictable to follow for multiple photographs. The Grapevine depot is usually backlit for the morning departure, but the line curves enough in the first few miles that a good sun angle can be found. After shooting the train in the Grapevine area, take either highway 26 or 121 to I-820 and on to I-35 and you can easily photograph the train again near Tower 60 or arriving at the Stockyards. The 2248 runs engine-first always, except for the return from 8th Avenue to the Stockyards, which is made tender-first.

Leaving the Stockyards for 8th Avenue about 20 minutes before the train's departure and then moving on to the Forest Park area will allow you to choose from many good angles on either side of the Clear Fork of the Trinity River. The 24"-gauge Forest Park Train passes under the FWWR tracks in the park on the west side of the river, and has been in business since 1958. If the two trains happen upon each other, the gasoline-powered 4-2-4 *C.P. Huntington* will usually stop and salute its big brother.

The Park Place grade crossing just north of 8th Avenue is a particularly good location for stills or video on the southbound run, as the train is working up a two per cent grade. On a long summer Sunday afternoon, take up a vantage point on the river's edge in the Oakwood Cemetery and photograph the 3:00 p.m. southbound train crossing the West Fork of the Trinity with the Fort Worth skyline in the background. Well-lit shots of the departure from the Stockyards back to Grapevine can be made on either side of the new Marine Creek bridge, but after the train turns the corner toward Tower 60, the rest of the run home is made with the sun at its back.

Good shots on the turntable and of steam engine servicing can be had at either Grapevine or the Stockyards. Riding the train to or from the Stockyards can be a great way to railfan and deliver that promised family excursion at the same time. The Dallas-Fort Worth metro-plex is abundant with Class I railroad action, good food and lodging, and other local attractions such as Six Flags Over Texas, which also operates live steam, to keep the whole family amused.

The Future

The Fort Worth & Western has grown over the past 13 years, and does not intend to become complacent. Grupo Mexico plans to reopen the ex-South Orient line between San Angelo and Presidio by August as the first step in the recontruction of the entire line from San Angelo Junction to the Pacific Ocean at Topolobampo, Mexico.

Topolobampo has been envisioned as a major port since the days of Arthur Stillwell, and with today's rail traffic bottlenecks at El Paso and Laredo, Presidio may experience a renaissance as an international gateway. FWWR will be happy to provide the missing link for this traffic to reach its interchange partners in Fort Worth.

Special thanks for assistance in the preparation of this article go to all the men and women of the FWWR beyond those mentioned here, and to my friend and cousin, Troy Minnick.

BLEDSOE RAIL SLIDES

Soaring across the Delaware

by Michael T. Burkhart

ABOVE: PATCO PHOTO / BELOW: MICHAEL T. BURKHART

THE ROADWAY VIBRATES and street lights rattle as a string of stainless steel train cars rumble across the Ben Franklin Bridge, taking commuters home to the Camden County suburbs from jobs in Philadelphia. The Hi-Speedline train rushes past vehicles slowing on the New Jersey side of the span for the merge with traffic from local streets before plunging into the subway.

July 1, 2001, marked the 75th anniversary of the opening of the Ben Franklin Bridge — originally simply called the Delaware River Bridge — linking Philadelphia and Camden. Even though rapid transit trains didn't start running across the structure until June 1936, railroading was part of the festivities. A pair of original Bridge Line cars built by J.G. Brill Company were pulled from work train service, repainted in original blue and silver and displayed at mid-span. The bridge was closed to vehicular traffic on the morning of the anniversary, as tens of thousands of pedestrians strolled along the road deck. The Camden anchorage, which includes never-used trolley stations, was open to the public for the first time. Speedline trains continued to run on the north side of the bridge while the vintage cars were displayed on the south track.

The Ben Franklin was the longest suspension bridge in the world when it opened in 1926, with a main span of 1750 feet. It carried six lanes of traffic with room for trolley tracks and, outside the main bridge structure, space for a rapid transit line. Trolley use declined even as the bridge was under construction. Streetcar tracks were never added and the space was paved over around World War II for more highway lanes.

The Delaware River Joint Commission, predecessor to today's bi-state Delaware River Port Authority, received 26 heavyweight subway cars in 1936 for the new Bridge Line service. The cars weighed about 113,000 pounds and traveled at 47 m.p.h. Originally operating between 8th and Market Streets in Philadelphia and Broadway station in Camden, an extension to 16th and Locust Streets opened in 1953. Bridge Line cars operated through from Girard Avenue on the Broad Street Subway and were serviced at the Fern Rock shops in North Philadelphia. The art deco style cars ran until 1969, when the transit line was extended to Lindenwold in the Camden suburbs and new Budd-built cars took over. Today the Port Authority Transit Corporation, or PATCO, an arm of the Port Authority, runs the 14.2-mile line. More than 38,000 people ride the Hi-Speedline each weekday, according to Port Authority figures.

When the Brill fleet was taken out of service, 23 of the cars were sold to SEPTA while PATCO kept the remaining three. Of those, one was scrapped while the others survived in work train service.

As the bridge anniversary approached, PATCO's Lindenwold shop forces restored the exteriors of cars 1008 and 1015 to as-built appearance, complete with Joint Commission lettering. Until just a few weeks before the celebration, the cars were still in work train red and stored behind the shops. "It was kind of a last-minute thing," says John Shea, the authority's director of equipment.

The cars are not operational. Except for brake rigging, much of the mechanical equipment and third rail shoes have been stripped. Interiors are devoid of seats and hardware. The cars were shoved onto the bridge by the authority's Baldwin-Westinghouse steeple cab electric locomotive No.404, purchased from the Niagara Junction Railway in 1973. A display of photos and models accompanied the equipment.

Full restoration of the historic cars to operating condition is not out of the question, says Shea. The shop has original paint diagrams as well as the know-how to bring the cars back to life. Someday soon, the rattling across the Ben Franklin Bridge might just come from cars straight out of the 1930s.

ABOVE: **To celebrate the 75th anniversary of the Ben Franklin Bridge on July 1, 2001, a pair of original Bridge Line cars were pulled from work train service and repainted into the original Delaware River Joint Commission colors.** BELOW: **Pedestrians take a look at PATCO's Baldwin-Westinghouse steeple-cab locomotive No.404, acquired in 1973 from Niagara Junction.**

Portland Streetcar Car No.1 on a May 7, 2001, test run on Market Street at Broadway. Elsewhere on the system, cars occupy the right-hand traffic lane.

Streetcars Are Alive

THE PAST FEW MONTHS have brought several interesting developments on the rail transit scene in Portland, Oregon, most of them pointing to the opening of two separate (and very different) electric rail transit lines. One is an extension of the popular MAX (Metropolitan Area Express) light rail line to the airport, and the other, discussed here, is a conventional streetcar system serving the downtown area and the nearby Northwest Portland neighborhood and business district using modern, low-floor streetcars.

The new system, previously called the Central City Streetcar Project, was officially renamed the "Portland Streetcar" last year and opened on July 20, 2001. It runs 2.4 miles in each direction, but it is often referred to as being five miles long, since it follows separate, parallel streets (one or two blocks apart) for virtually its entire length. The line connects Northwest Portland, the city's most densely populated neighborhood and home to a bustling retail district and one of the city's largest hospitals, with Portland State University at the southern end of downtown. On the way, it runs north-south through the West End of downtown on 10th and 11th Avenues, where city planners expect the tracks to generate new interest in residential and commercial development. New development is already very evident in the Pearl District, immediately north of downtown, where old industrial sites and abandoned freight yards are giving way to new multistory apartment buildings and condominiums. One of the latter, a seven-story, 139-unit development due to open this fall, is even named the "Streetcar Lofts." Indeed, the rail line's potential to influence development around the fringes of downtown Portland was the strongest reason for its construction; it really could not be justified on its transportation merits alone.

This explains why the Portland Streetcar line (called "PS" herein, but there is no official abbreviation) is entirely a project of the City of Portland, not of Tri-Met, the city's transit agency. The city managed its construction, provided most of the funding, and will manage its operation. PS is a division within the city's Transportation Bureau. City officials have wisely decided not to try to create a whole new workforce to run the line and instead have contracted with Tri-Met to provide operators and maintenance personnel, taking advantage of the training those folks have already received as light-rail operators or mechanics, and of the union contract under which they will continue to work. Day-to-day maintenance will be carried out at the small PS carbarn that has been built next to N.W. 16th Avenue underneath an elevated section of I-405 between Northrup and Lovejoy Streets, but for major work or work requiring special equipment (such as wheel truing), the streetcars will travel to Tri-Met's Ruby Junction light rail maintenance facility. To facilitate this, a single connection has been installed between the PS line and the MAX line at 10th & Morrison.

Thirteen operators and three supervisors (retitled "superintendents" at PS) have been assigned to Tri-Met's PS unit after bidding for the work, and began training in the spring. Only three city employees will be dedicated full-time to the PS line, and these positions were filled in March — General Manager Vicky Diede, who had been the city's PS project manager since well before construction started, Manager of Operations Mike Carroll, and Manager of Maintenance Gary Cooper. Mike Carroll, who helped start up Denver's LRT system in 1994 (after spending several years at Tri-Met's Rail Division), came out of a five-year retirement to get Portland's new streetcar system off the ground, but he plans to re-retire around the end of September.

New track in the street is part of a vibrant transit system in Portland, Oregon/Steve Morgan Photography/the author

Portland Streetcar Car No.1 on an April 25, 2001, test run westbound on N.W. Northrup Street at N.W. 21st Avenue in residential Northwest Portland.

in the City of Roses

The Portland Streetcar is not a light rail line. True, the basic vehicle technology is the same, and PS will employ modern, articulated, low-floor cars, but to be called "light rail" a line must include a significant amount of reserved right-of-way. Whereas Portland's MAX system is separated from vehicular traffic over its entire length with the sole exception of the short stretch across the Steel Bridge, the Portland Streetcar is truly a conventional streetcar line, running in lanes shared with other traffic over nearly its entire length.

There are only five locations where wayside signals are provided specifically for the streetcars. Three locations are at intersections where the cars must make a turn that requires briefly cutting into an adjacent or oncoming traffic lane (23rd & Northrup, 23rd & Lovejoy and 11th & Market), and the other two are the intersections via which the streetcars enter and exit a pedestrian plaza that is part of the university campus (5th & Montgomery and 6th & Mill, respectively).

Track construction costs were kept down by specifying a much shallower track slab twelve inches deep instead of the ususal 18 inches, and by using (specially-ordered) girder rail only five inches tall in place of the standard seven inches. This significantly reduced the need to relocate previously existing underground utility lines. The use of a shallower track slab and rails means the PS line can't handle Tri-Met's extremely heavy LRVs (109,000 pounds each for the Type 2 cars), but there's no need for that anyway. The entire project cost $56.9 million, including purchase of the seven vehicles.

City of Portland officials like to boast that PS is "the first modern streetcar system to be built in the U.S. in 50 years," and when questioned they have indicated they aren't counting such newly-built systems as Memphis and Kenosha, even though they perform an actual mass-transit function and not just tourist/excursion service, because they use old or old-style streetcars. Portland itself had originally proposed equipping this line with new-built but old-style cars like the four Gomaco-built Brill replicas that have been running on a section of Tri-Met's MAX line since late 1991, but the residents and businesses along the PS route requested modern, low-floor cars. Newly-built replicas could have been nearly as expensive as modern cars and would have provided less capacity, so officials embraced this change, considering that it also would make compliance with the Americans with Disabilities Act much simpler, eliminating the need to build high-block sections and ramps at stations or to equip the stops or vehicles with wheelchair lifts.

Fans of the old-style cars, however, will be glad to know that the city still plans to operate such cars on the new line on weekends — one or two cars on Saturdays and one on Sundays, in place of new cars (not in addition). In January, Tri-Met actually transferred ownership of Gomaco cars 513 and 514 to the city for use on PS. Tri-Met retains ownership of identical cars 511 and 512, which run on the two-mile downtown-to-Lloyd Center section of the MAX line on most Sundays from March through December, and this operation will continue. Vintage-style trolleys actually operate on two separate rail lines in Portland, albeit only one or two days a week.

Gomaco cars 511-514 were patterned after a series of 1904-built Brill streetcars, numbered 501-510, which served Portland's famous, hilly Council Crest line from their delivery until the abandonment of that line (and of all urban streetcar service in Portland) in February 1950. Two major concessions to practicality and cost (over historical accuracy) were that the replicas were fitted with PCC trucks (made by combining parts from Boston and Chicago PCC's) and an odd current collector that is essentially a bow collector fitted with a pantograph shoe.

Two modifications have been made to cars 513 and 514 for use on the Portland Streetcar line: The addition of exterior mirrors and turn signals. (The small red lights visible on car 514 in the accompanying photo are only taillights.) The 1904 Brill cars after which these cars were patterned had lacked these items, so the Gomaco replicas also did not have them, which was deemed acceptable on the MAX line,

where there is always some degree of separation from other road traffic. However, on the PS line the cars operate in mixed traffic, so officials judged these items to be essential. Car 513 was retrofitted at Tri-Met's Ruby Junction shops between March and June 2001, and in fact this car had yet to be transferred to the PS carbarn as of mid-June. Car 514 left the PS carbarn for Ruby Junction in mid-June to receive its mirrors and turn signals.

The Modern Streetcars

Seven low-floor cars are being purchased from Skoda in the Czech Republic, at a cost of about $1.9 million each. They will be numbered 001-007. The initial batch of five cars, ordered in early 1999, were all delivered in spring 2001, but cars 006 and 007 are not expected to arrive until spring 2002 at the earliest, having been ordered much later (in October 2000 and February 2001, respectively).

The design is essentially one Skoda first built as a prototype in 1996, and which by 1999 had been delivered to three cities in its home country (Plzen, Ostrava and Olomouc). The Portland cars are Skoda's first double-ended units. While Skoda has built electric locomotives for more than a century and has built more than 12,000 trolley buses since 1936, this is its first streetcar or LRV design, and the Portland order is the first order from outside the Czech Republic. The design is called the "Astra," and in Europe it carries model number LTM 10.08, but the version being exported to the United States is designated model 10T. Although Skoda is building the cars, much of the design work was undertaken by Inekon Group, which also is acting as Skoda's agent for export orders. The cars are often referred to as "Skoda-Inekon" cars.

Car 001 arrived at the port of Vancouver, Washington, (just across the Columbia River from Portland) on April 5th and at the PS car barn on April 9th. After testing in the caryard on April 18th, car 001 made its first powered test trip over a short section of the line (east of the carbarn) on April 19th and covered the full line the next day. Cars 002-4 arrived together in mid-May and 005 on June 18th. None of the cars received fleet number decals until mid-June. Prior to that time, everyone referred to the fleet numbers in single digits, and thus there have been numerous references in the local media to cars "1," "2," etc. over the past three months. The Skoda cars arrive complete from the Czech Republic; no local assembly work was required, because the $57 million PS project didn't use federal funds. Funding came from various local sources, including a "Local Improvement District" tax on property owners along or near the line, which was endorsed by over 80 percent of the affected property-owners! (Only 51 percent approval was technically needed.) Increased charges for parking in city-owned garages in downtown was another revenue source.

The Skoda "Astra" double-articulated design — with trucks under the two outer carbody sections and a suspended middle section — is 66 feet long and eight feet wide and has seats for 30 in a two-and-one layout. There are three doors on each side: one narrow doorway located in the high-floor section above the trucks and two wider doorways in the low-floor section (about 70% of the total floor area). One door on each side is equipped with a bridge plate that extends for use by disabled riders at any of the simple, low-platform stops, which are located about every two to three blocks.

Good Samaritan Hospital forms the backdrop for the Portland Streetcar's first powered test run in Northwest Portland on January 28, 2001, on Lovejoy Street at 22nd Avenue. No. 514 is one of two replica vintage cars used by the Portland Streetcar line on weekends.

The Seattle area's Sound Transit has ordered three of these cars for its 1.6-mile line being built in downtown Tacoma. The other differences between the Tacoma cars and the Portland cars, aside from exterior livery and interior finishing is that the Tacoma cars will require a higher pantograph reach since that line will cross the BNSF at grade. Delivery of the Tacoma cars is projected for the end of this year.

The PS cars are not equipped for multiple unit operation. However, they do have limited-use couplers, hidden behind a removable panel at each end. The couplers allow full mechanical coupling but have no electrical connections other than wiring for communication between operators in the two cars, and are intended only to enable a disabled car to be towed by another car.

In an interesting twist, each of the seven Skoda-Inekon cars will wear a different combination of two colors, albeit laid out in a common pattern and all sharing a light-blue stripe along the top of the skirt, changing to white around the car ends. One color covers all of one end and nearly all of one side, and the other color covers the other end and side. Of the units delivered this year, car 001 is royal blue and bluish-green, 002 is orange and red, 003 is orange and bluish-green, 004 is royal blue and red, and 005 is royal blue and orange. The colors for 006-007 have not yet been chosen. The city has decided against allowing exterior advertising, but has recruited "sponsors" for each car (one per car) from among local businesses or institutions (Car 001's sponsor is PSU). Only the sponsor's name is permitted to be printed on the sides of the car in modest-sized lettering, with no slogans or other information.

Fares will be the same as on the Tri-Met system, and all tickets, transfers and passes issued by one system will be accepted by the other. As on MAX, PS will use an honor fare system to speed boarding; however, ticket vending machines will be located on board the streetcars, rather than at stops. Also, the city has agreed to honor Tri-Met's downtown "Fareless Square" area, which covers about two thirds of the PS line, and thus a large number of PS riders will not be required to pay a fare at all. As long as the line generates the sort of attractive, high-density, "transit-friendly" new property development the city desires — as it had already begun to do even before opening — city officials are not seriously concerned about its likely rather high per-rider operating cost.

Testing Begins

The line's track and overhead were ready to be tested several weeks before the first Skoda car arrived, so Gomaco-built vintage trolleys were employed for testing on several occasions. The first time was on January 7th, during the moving of Gomaco car 514 from Tri-Met's carbarn at Rose Quarter to its new home at the PS carbarn at N.W. 16th Avenue & Northrup Street (the first railcar to take up residence there, and the only one until April 9th). After first being towed onto the new line via the connection at 10th & Morrison, No.514 was powered back-and-forth over only about a 400-foot section of the new line on 10th Avenue to test the two overhead wire crossings with the MAX line on that street, temporarily powered from Tri-Met's substations since the first of PS's own four substations was not yet ready. The two crossings with MAX on 11th Avenue were not tested until Feb. 11th. The power was then turned off, and car 514 made the rest of its journey to the new PS carbarn under the tow of Tri-Met's Unimog truck.

The first powered testing of a section of any length did not take place until January 28th, when car 514 covered the loop of track from the carbarn at 16th Avenue west to 23rd Avenue, south on 23rd and back along Lovejoy Street to 16th, where the car yard can be re-entered. It traversed the loop several more times that day.

Additional sections of line were tested under power for the first time in February, March and,

lastly, on April 8th, when the line's southernmost section, extending east from 10th Avenue to 4th Avenue, saw its first streetcar. This segment was only approved a year ago, in July 2000, as an "extension" of the original project, but was built so quickly that it was ready in time to open concurrently with the rest of the line. It also features two short stretches (each only about 250-350 feet in length) through pedestrian areas, which together with the southern terminus spur on Montgomery Street are the only places on the entire line where the streetcars will not share lanes with other motorized traffic. However, elsewhere on the line, where it passes through former rail yards east of Union Station, some of the planned new streets have yet to be built, and as a result there are two stretches where the streetcars temporarily have their own right-of-way. The cement track slab runs through dirt or gravel for the time being, but before long it will be flanked by traffic lanes and sidewalks, as development of the adjacent properties takes place.

The first towing test, for clearance testing, and the first test trip under power, both took place the same day on that section, which is arguably the line's most photogenic stretch. Fans of main line rail will be interested to know that the streetcar line includes one 90-degree crossing with an active freight line, a spur serving the Bridgeport Brewery. This is at the intersection of N.W. 13th Avenue and Northrup.

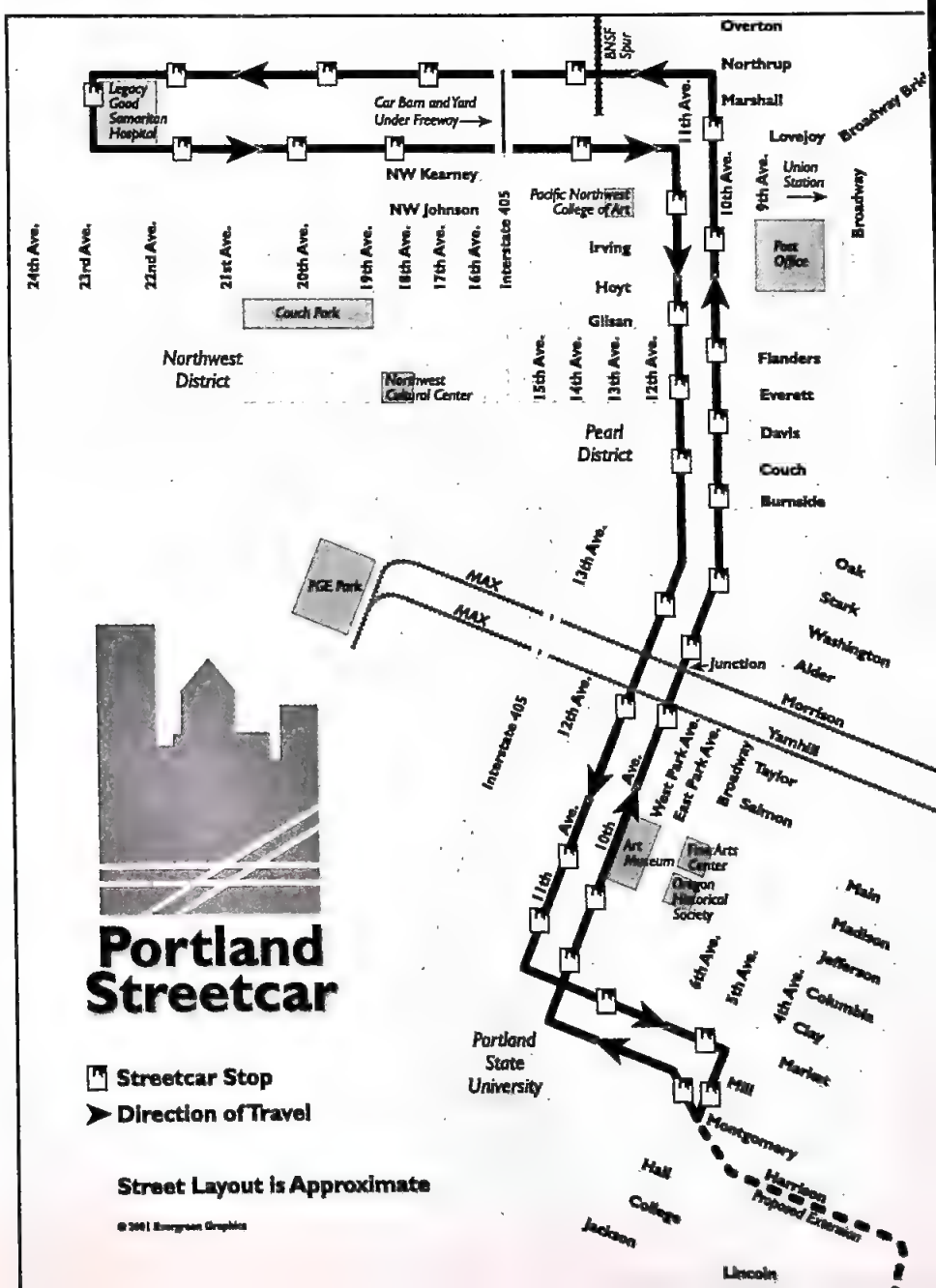
Normal PS service will run from 6:00 a.m. on weekdays (8:00 a.m. weekends), until about 11:00 p.m. (extended to 12:30 a.m. Friday and Saturday nights). Four cars will be in use at most times, three cars in the late evening and a few other times (such as weekends before 10:00 a.m.). This was projected to permit a daytime headway of about twelve minutes or a bit longer, 20 minutes, at quieter times. An accurate calculation of the round-trip running time had yet to be pinned down at the time of writing (mid-June), but was predicted to be about 48 minutes minimum during the day. This assumed almost no break for operators, something PS officials are likely to come under pressure to reconsider. The current operating budget will not allow scheduling a fifth car, so if traffic and ridership experienced in the first weeks of service require an increase in running times, the city will have no choice but to lengthen the headway. PS hopes to add a fifth car to the daytime schedule sometime next year. With a four-car schedule, one Skoda "Astra" will be available as a spare for maintenance each day. Although vintage trolleys 513 and 514 normally will only be used on weekends, they will be pressed into service as substitutes on weekdays whenever two or more Skodas are not available.

Several extensions to the streetcar system are proposed if the first line proves successful. One already appears likely to be built within the next year or two; the city hopes to begin preliminary engineering by the end of this year. This extension would take the existing line about one mile east from its southern end to RiverPlace, a developing district composed of condominiums, shops and office buildings located on the west bank of the Willamette River, at the southeast corner of downtown. It would follow Harrison Street to Naito Parkway formerly Front Avenue) and then descend a hill over a new right-of-way to reach the RiverPlace district. Although city officials are still working on funding the estimated $13.5 million construction cost, it is clear they are confident they will succeed, because the seventh Skoda car ordered by the city council on February 28th was purchased specifically for this extension. The council decided not to wait until funding for the extension was in place, because ordering car 007 now, enabling it to be built at the same time as car 006, allowed the city to negotiate a much lower price ($1.863 million) than would likely have been the case later.

On Moody Avenue in the RiverPlace district, the PS extension would cross the tracks of the Willamette Shore Trolley, the excursion service operated by the Oregon Electric Railway Historical Society that uses vintage streetcars powered by generator trailers on a seven-mile former Southern Pacific line to Lake Oswego. (In 2001, WST runs Thursdays through Sundays in the summer and on weekends in spring and fall. For more information see the OERHS website at *www.trainweb.org/oerhs*.) There is a possibility that, within a decade, the Portland Streetcar might be extended over part or all of the WST line. In June 2001, Tri-Met announced that its budget for the fiscal year starting July 1st includes $50,000 for a preliminary study of introducing commuter rail service on the Portland-Lake Oswego line. Options include extending the PS line or using self-propelled diesel rail cars. However, the agency says a full study will cost $500,000 and is on a long list of transportation projects that will proceed only when and if federal funds become available.

Other Streetcar extensions proposed but yet to be studied include two routes that would cross drawbridges to reach the city's east side from downtown, one extending across the Hawthorne Bridge (built in 1910) and either continuing along Hawthorne Boulevard or turning north to serve the Central Eastside Industrial District, and another crossing the Broadway Bridge (1913) to the redeveloping Rose Quarter and then running east along the Broadway-Weidler couplet.

Postscript: The Portland Streetcar opened on July 20th to standing-room-only crowds. The new trolley is off to a good start.



LOGGING LOKEY REVIVAL

by Martin E. Hansen

MARTIN E. HANSEN

AS THE MORNING MIST lifted around Mount Rainier in Washington State the sound of steam whistles echoed from the timbered valleys on her southern flanks. Such early morning sounds have been commonplace for the more than 20 years that the Mount Rainier Scenic Railroad has been operating steam locomotives on excursion trains in this forested region of the Pacific Northwest.

There was something different on this summer morning about the whistles as they disturbed the early morning quiet of the mountain. While several of the whistles were familiar to the forest creatures and the loggers as they began their day, two of the whistles stood out with their unique and unfamiliar melody. These whistles signaled to all in the vicinity the return to steam of two logging locomotives brought back to life by the crews at the railroad.

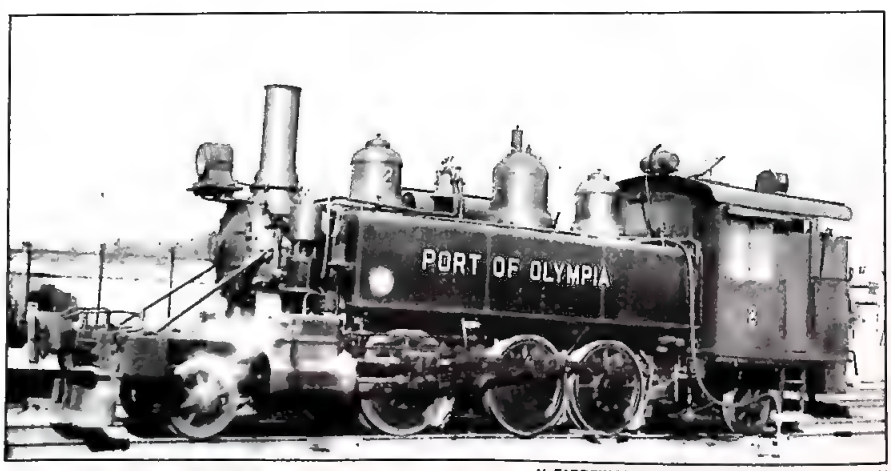
The date was June 30, 2001, and the finishing touches were being put on the latest Northwest logging locomotives to be rebuilt by Jack Anderson and his MRSRR crews. Both engines were built in 1910 for logging companies in Oregon and Washington.

Baldwin Locomotive Works built the 45-ton 2-6-2T No.7 for the Mason County Logging company of Bordeaux, Washington as c/n 34666. Originally built as a wood burner, it was converted by Mason County Logging to oil in the 1920s. In 1928 it was sold to the Port of Olympia to switch the docks and yards near the Capital Building at Olympia, Washington. With only 15,500 pounds of tractive effort, it was ideally suited for this task. By the mid 1950s the Prairie was out of service and was purchased by one of the founders of the Puget Sound & Snoqualmie Valley Railroad Museum of Snoqualmie, Washington. It was stored at the museum until the mid-1990s when it was purchased by Chris Baldo of Willits, California. The locomotive was moved to Mr. Baldo's property in Willits and given a quick cosmetic restoration. In 1999 Mr. Baldo decided this little Baldwin should run again and he hired Jack Anderson and the MRSRR shop crew to restore his little logger.

Heisler No.2's history is unique for a Northwest logging locomotive. Many logging "lokies" (as they were referred to in the Northwest) moved around from camp to camp, in different locations as they were resold to subsequent logging companies. While Heisler No.2 had several owners over her operating career, it spent her entire logging life in the forests out of Mill City, Oregon. It was built in 1910 for The Curtiss Lumber Company of Mill City as their No.2. The locomotive then became Hammond No.632, and was subsequently sold to Mill City Manufacturing, then to Vancouver Plywood & Veneer and, finally, to Willis Shingle Company. Each of these operators were based out of Mill City and ran the 60-ton Heisler as their No.2. When its logging days ended in the early 1960s, it sat unused on a siding at Mill City until rescued in the 1970s by logging fan Jack Rodgers for display at his Golden Age of Steam Logging Museum located at Ashford, Washington, just down the road from what would become MRSRR's base operation at Elbe.

In the early 1980s No.2 was steamed up on a few occasions and operated on the short trackage at the Rodgers museum. In 1997 the Rodgers collection, including Heisler No.2, was purchased by the MRSRR. Ultimately, in 1999 MRSRR employee Scott Wickert purchased the Heisler and began her restoration along side that of Mason County Logging No.7.

ABOVE: **Mason County Logging No.7 pulls a string of former Chehalis Western log cars at Mineral, Washington, on June 30, 2001. The newly restored 1910 Baldwin 2-6-2T had not seen logging service since it was sold by Mason County Logging to the Port of Olympia in 1928.** BELOW: **The same locomotive steams patiently in the yards at Olympia, Washington, on July 3, 1952. It continued in switching service until the mid-1950s.**



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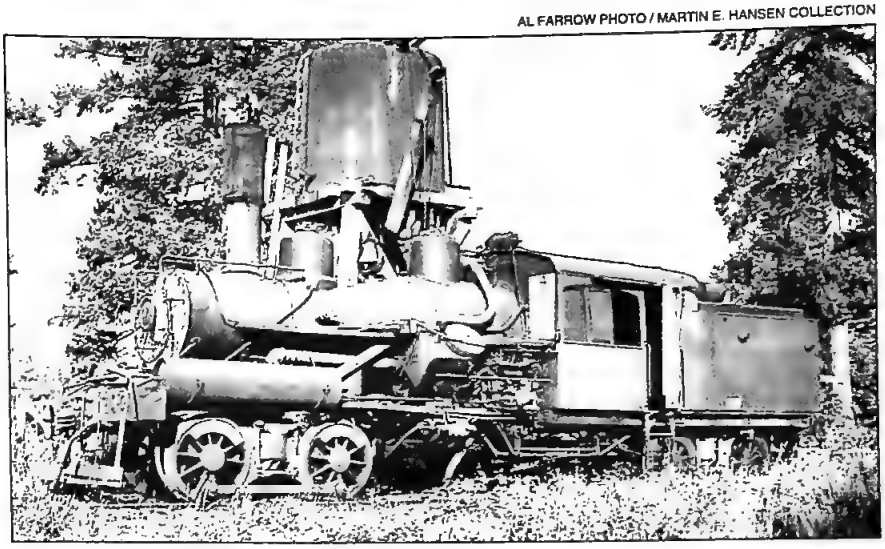
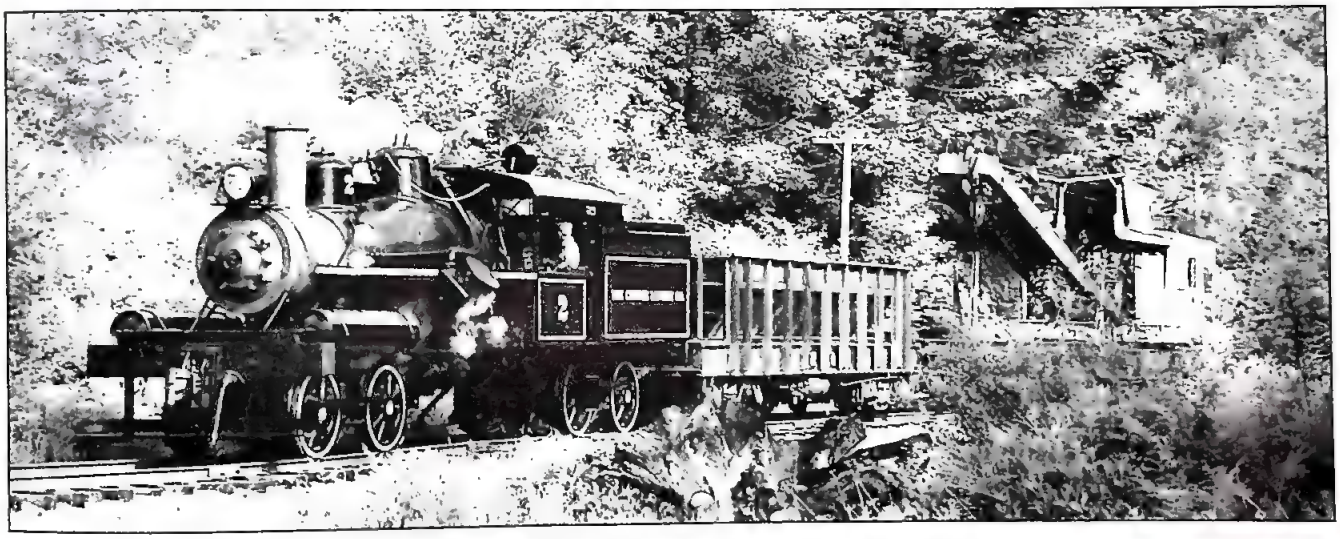


ABOVE: **Vancouver Plywood No.2 sits quietly at Mill City, Oregon, on August 1, 1958. It was still called on occasionally to switch the mill interchange with the Southern Pacific. Heisler c/n 1198 had spent its entire logging career at Mill City for a succession of loggers.** BELOW: **No.2, restored to its Curtiss Lumber identity, has no trouble pulling a short work train out of Park Junction on the old Milwaukee line used by the Mount Rainier Scenic on July 1, 2001.** BOTTOM: **The two newly-restored logging locomotives power a short train at Mineral, Washington, on June 30, 2001, during their first day of operation in more than 40 years.**



ABOVE AND BELOW: MARTIN E. HANSEN

...SRR is noted for their annual spring and fall railfan events where multiple locomotives are called upon to pull both passenger and freight trains in the shadow of Mount Rainier. With two "new" locomotives poised to leave the shops at nearly the same time in June, plans were quickly changed to run a mid-summer special to showcase these small logging lokies in their first operations in more than 40 years.

On Saturday, June 30th, with Porter 2-8-2 No.5 handling the regular summer passenger train, ex-Hammond Lumber 2-8-2T No.17 was steaming at the depot at Elbe coupled onto her train with several hundred passengers waiting to board the special excursion. With only 15 minutes to spare, Mason County No.7 and Curtiss Lumber No.2 arrived from the Mineral, Washington, shops to couple onto the 17 for a day of triple-heading and photo runbys with the two "little lokies" pulling log trains and work trains for the excursionists. Despite a few firing "issues" on No.7, caused by old bunker-C in the tender, the trip went off without a hitch to the delight of the many logging fans.

Early the next morning (5:30 a.m. to be precise), I got the crews to return to the Mineral shops to steam Nos.7, 2 and 17 for a 6:30 a.m. departure on one of my photo specials for the benefit of a dozen "hard-core" rail photographers. During the next several hours of early morning sunshine, the two newly restored lokies and Alco 17 pulled a variety of log trains and work trains for the invited photographers.

With the return of these steam locomotives, another chapter of the Pacific Northwest can be brought back. The scenes that were captured during the photo special harkened back to 1910 when the Pacific Northwest was full of big mountains, big trees and "Little Lokies". ☙

The Monsters of Tehachapi Pass

by Dave Burton

Over the years, the biggest, newest power has been thrown into the fight against gravity in California's Tehachapi Mountains

WHEN STEAM RULED, nothing but the most powerful locomotives Southern Pacific had were stabled in Los Angeles and Bakersfield to assault the demanding grades of Tehachapi Pass. Espee's famous 4-8-8-2 Cab Forwards roamed the pass freely on both freight and passenger trains, and after the Electro-Motive Division of General Motors came out with its very successful road diesel, it wasn't long before they dominated the pass.

The Cab Forwards stayed on awhile as helpers in the diesel era but, maintenance-intensive as they were, the Cab Forwards eventually met their demise as more growlers arrived. Anyone who has watched the crew service a steam engine will understand why steam didn't have a chance against diesel power. Steam was so demanding — a squirt of oil here, another squirt there, lube the rods and all the valve gear with its moving parts that required attention at nearly every stop.

ALL PHOTOS THIS SPREAD: BILLY A. NEWHOUSE

OPPOSITE TOP: **In the early 1950's, Cab Forwards could still be found leading Southern Pacific trains over Tehachapi. Here's the 4267 eastbound below the Loop with sugar beets, most likely heading for Holly Sugar in Santa Ana.**

OPPOSITE BOTTOM: **An A-B-B-A set of F units approaches the west siding switch at Caliente on a warm summer morning in 1952. Out of sight, a Cab Forward is doing it's part to get this east-bound train over the hill.**

ABOVE: **In 1952, a mid-train Cab Forward helps an eastbound manifest with four F7s on the point on the climb out of the Caliente Narrows. These monsters of old did the job on Tehachapi until the more economical diesels knocked them off.**

LEFT: **A leaking , clanking, steaming Cab Forward blasts out of Tunnel 10 in helper service in the winter of 1951-52. If only their maintenance costs hadn't been so high, these monsters might have worked over Tehachapi for a few more years.**

RIGHT: **Holding the main, three SD45s and an SD45T-2 on SP Extra 7441 East grind out of the tunnel and enter the cut to begin circling the hill at the west end of Walong siding in November 1985. For over 20 years, SD40s and SD45s in conventional and "tunnel motor" configurations ruled Southern Pacific's main lines.**

BELOW: **SD45E 7464 leads a mix of SD40T-2s, SD45T-2s and an SD40 in a unique experimental paint scheme over the tunnel on the main at Walong in September 1985.**

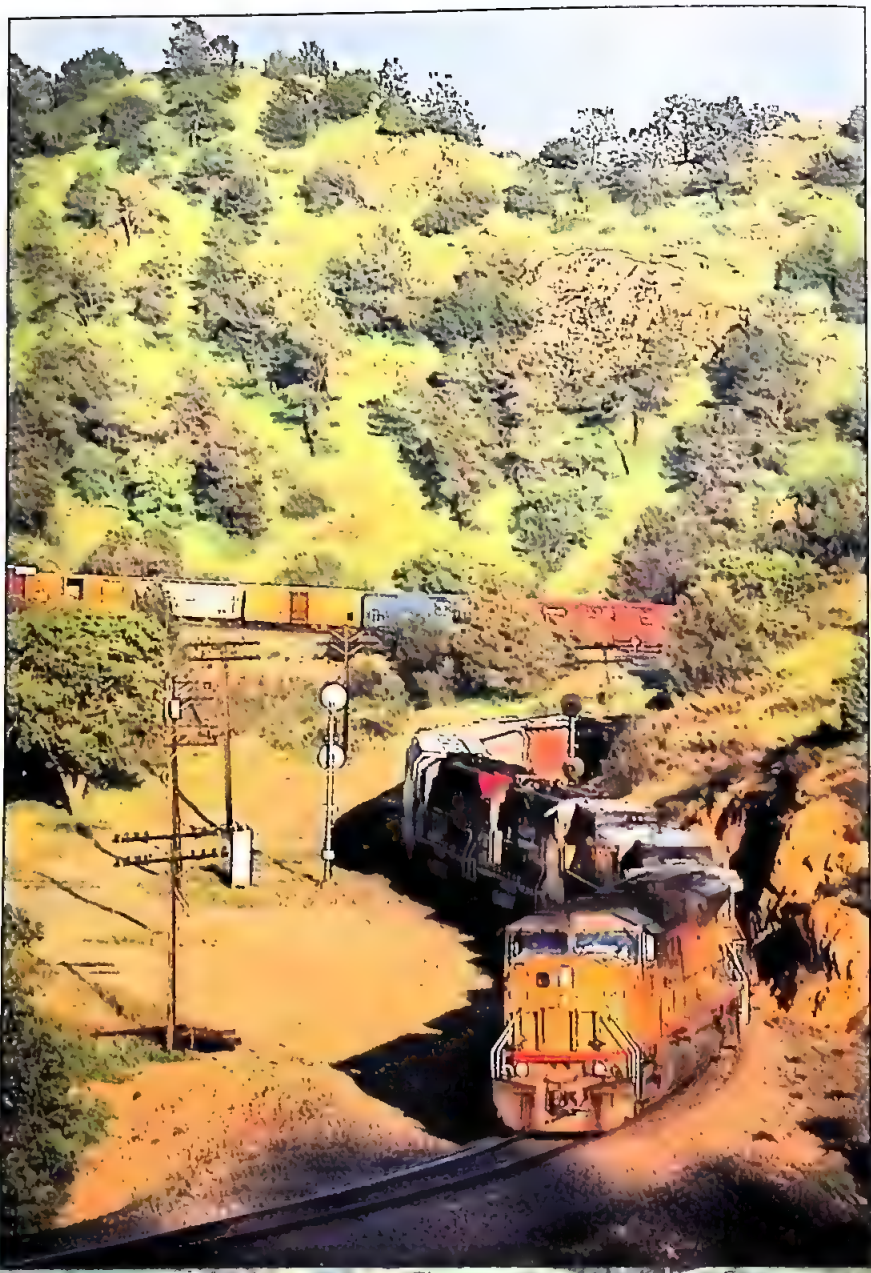
ALL PHOTOS THIS SPREAD: DAVE BURTON

ABOVE: **Four screaming SD45s on the point hurry the eastbound 72-car Shell "Oil Cans" unit train through the arid landscape of Monolith, California in August 1987. The Oil Cans moved crude oil from Saco, north of Bakersfield, to the Shell refinery at Wilmington, adjacent to SP's Dolores Yard. Begun in 1983, the train was supplanted by a pipeline in October 1996.**

LEFT: **Cut in 48 cars from the head end, the Oil Cans' manned six-unit mid-train helper, a potent mix of second-generation SD's, will run through from Bakersfield to Sylmar. After cutting off at Sylmar, the helper crew will return light to Bakersfield if they have time.**

Corporate headquarters probably said of steam, after getting reports from the bean counters on the performance of new EMD's, "Park 'em and scrap 'em as soon as you can get more diesels." While fans may enjoy a live steam engine, they are nothing but a little piece of history for the railroad involved. Today, top management keeps fingers crossed when steam excursions are roaming their rails.

Tehachapi has seen quite a variety of diesel power over the years. EMD FT, F3 and F7 diesels were common visitors, as well as their cousins the SD7, SD9 and GP9. When EMD came out with higher horsepower units, Southern Pacific tested the GP20 and SD24 demonstrators on Tehachapi. SP settled on six-axle power for the pass because it could get down and lug with those extra two traction motors. First were the SD7s and SD9s from EMD, then the other builders got into the act, and it soon became a horsepower race between the major builders. First EMD would announce a model, then its competitors would raise the ante. Horsepower went from 1500 to 3600 in 25 years. EMD even put out a 4200 h.p. experimental SD45X model, but the dual engine units never quite made it on Tehachapi. The 2500-h.p. SD35 never performed as promised, but Southern Pacific liked the basic idea. Over the years SP purchased SD35,



RIGHT: **After letting a BNSF Z train run around it, Union Pacific 8518 West, a MWCRV train, rolls downgrade towards Walong siding, passing the intermediate signals between Walong and Marcel on April 30th, 2001.**

BELOW: **The 8509 West is rolling out the bottom end of Bealville siding on March 30, 2001. This MWCRV is heavier than most and has a C40-8 in distributed mode on the rear end. Usually, trains heading to Roseville have all the power up front.**

OPPOSITE: **Once Mojave is reached, the work is done for these modern monsters of the rails. On March 25, 2001, Union Pacific 8519 East, a QRVWC, is heading toward Rosamond at the bottom end of Mojave, while a local with all SP power waits back in the yard.**

..., SD40 and SD45 models from EMD. All were put through their paces on the mountain. After the dust settled, EMD's 3600-h.p. SD45 found a home. For years, teams of SD45s climbed the Tehachapis for Southern Pacific and Santa Fe.

"Along came Jones"

That's what the Jim Croce song said. While the SD45 wasn't a "Jones," it was definitely dominant. SP purchased almost 600 EMD SD45 and SD45T-2 models, and they put in millions of miles on the Southern Pacific, most of them on mountain grades. The big flared machines' numbers must have been "right" when the accountants added them up. The SD45 pulled hard and never looked back, as Tehachapi lumber drags headed east out of Bakersfield with just *piles* of those big SD's for power — four or five up front, four or five more about a third of the way back and a couple more ahead of the caboose. It was very impressive to watch one of those mile-and-a-half long drags wrap around the loop at Walong with nothing but box cars and flat cars loaded with forest products in tow.

ALL PHOTOS THIS SPREAD: DAVE BURTON

The SD45s pulled like mules, but had 20-cylinder engines and thus used more fuel, and they also were hard on crankshafts. In 1974, Southern Pacific ordered EMD's 3000-h.p. SD40T-2, which had 16-cylinder engines and thus got better fuel mileage.

SP tried remote controlled units on Tehachapi with mixed results, borrowing Burlington Northern SD40-2s and receiver cars made from EMD F-series B-units to test the concept. The radio equipment wasn't up to the job in Tehachapi's tunnels and narrow, curving canyons, however, and sometimes the head end would be doing one thing while the helpers were doing another. In an attempt to combat the problem, SP ordered some SD40T-2s with Locotrol, but they didn't see much use on Tehachapi.

After the remote control fiasco, things settled down on the hill to four or five '40s or '45s up front with four to six manned helpers cut in mid-train. This continued through mid-1990s, when once again larger, more powerful diesels arrived.

Southern Pacific had been in limbo after its failed merger with the Santa Fe, and badly needed new locomotives. Some 25 SD70M's were ordered from EMD along with 100 Dash 9-44CW's from General Electric, with the GE units assigned to the Sunset Route and maintained at Pine Bluff, Arkansas. The EMD SD70M's were assigned to the I-5 corridor (including Tehachapi) between Portland, Oregon, and Los Angeles, California. SP put two SD70M's up front and cut in three or four SD helpers mid-train. More "new" power came in the form of 133 remanufactured six axle EMD units from Morrison-Knudsen called SD40-3s by M-K. While these units had SD40, SD45 and SDP45 carbodies, at 3000 h.p. they were all the same inside. The new and used power bolstered the stable enough to keep lumber rolling over Tehachapi.

In September 1996, Southern Pacific merged with Union Pacific and slowly but surely, Tehachapi began to change. The year before the merger, 25 more SD70M's joined the fleet on the I-5 corridor. These EMD units were leased, never owned by the railroad, but they stayed for a while under the Union Pacific shield. UP power started blending in with the SD70M's and soon things were looking Armour Yellow, with more and more reports of SP SD70M's wandering the combined system, first on the Central Corridor between Roseville and Salt Lake City, and then on the Sunset Route. Every time a group of SP SD70M's left, more UP units arrived. By the end of the century, Armour Yellow dominated.

Deja Vu All Over Again

After the dust settled on the not-so-smooth merger (it took a couple of years to digest the Southern Pacific) Union Pacific once again wanted to try remote helpers on Tehachapi. Test trains were run with GE Harris II remote equipment that sent signals at a much higher frequency for more reliable contact with the remote units. While the system worked, once again UP settled on manned helpers over Tehachapi. Meanwhile, BNSF was running massive grain and coil steel trains over the hill with remote helpers. The grain trains were especially notable — about 110 cars long, using sets of four, three and two units. Loaded grain trains were going west over Tehachapi, and BNSF also ran a few eastbounds over the pass with distributed power.

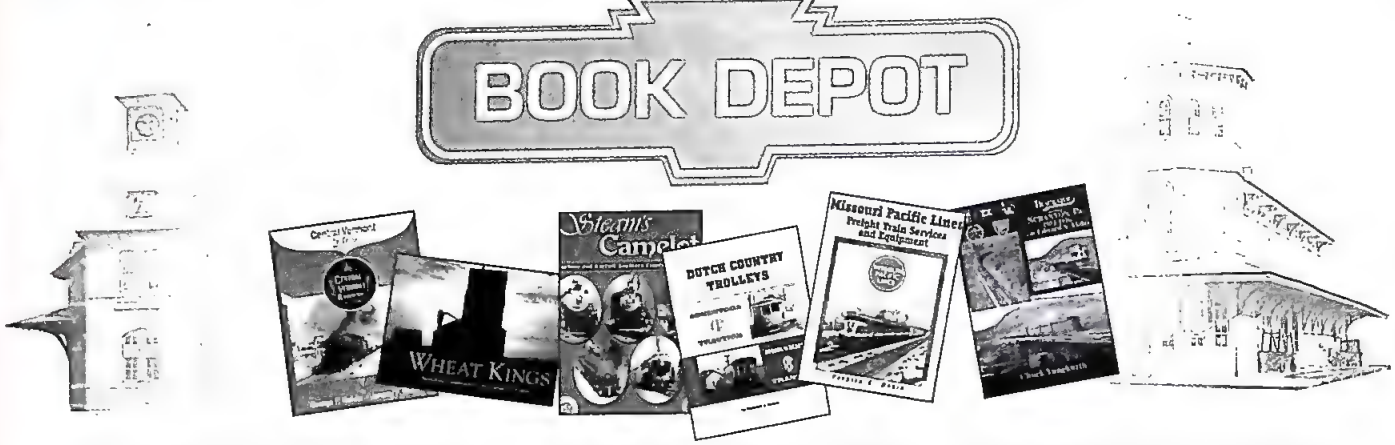
In early 2000, Union Pacific assigned part of its fleet of GE C41-8W's to Roseville-to-West Colton trains. The units were equipped with Harris II Locotrol and were a natural fit for both Tehachapi and Cajon Passes. These distributed power units ran back and forth in sets, using as many units as needed to get the job done.

Union Pacific eventually shortened the lumber trains so they could be moved over the pass with two pairs of six-axle GE's. That lasted until early 2001, when the motive power department assigned the troubled SD90MAC's to the Roseville-to-West Colton route. The 90MAC's had been limited to lower speeds due to tracking problems, were equipped with Harris II Locotrol and would mix well with the C41-8W's, so the 6000-h.p. EMD monsters started climbing Tehachapi. Two 90MAC's on the point with two GE's in DPU mode on the rear were the norm, with the remote units running from Roseville to West Colton.

All this power mixing sounds good on paper, but there's a problem. If and when those MAC's get down to a crawl, they just keep going. Their a.c. traction motors can take it, but the C41s on the rear shut down when the speed drops because the d.c. traction motors overheat. The result — stopping the train (sometimes on the main) to let the traction motors cool. Why not use three 90MAC's so the whole consist could crawl up Tehachapi at six or eight m.p.h? It was done a few times, but UP's ultimate answer has been to acquire GE AC4400CW CTE's, designed specifically for DPU service, which automatically reduce power at low-speeds in manifest freight service.

The saga continues. The biggest, best, and newest power battles the legendary grades of Tehachapi.

BOOK DEPOT



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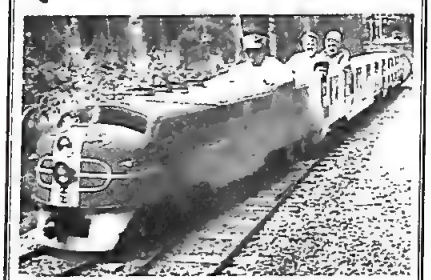
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On The Menu

News and detail on dining by rail

by JAMES D. PORTERFIELD

Discovered: More Dinner Trains

EACH JUNE, the *Annual Guide to Dinner Trains* inevitably produces a spate of reminders about operations that were not included. Here, in alphabetical order by location, are the four heard from this year (I welcome hearing of others).

Heber City, Utah: ***Sunset Special*; Heber Valley Railroad;** 450 South 600 West; 435/654-5601 (in Salt Lake City dial 801/581-9980); *www.hebervalleyrr.org*; 1-A. Departs Saturday evenings (5:30 p.m. on June 30, July 14 and 28, August 11, 18 and 25; and September 8; and 4:00 p.m. on September 22) for a run across the farmlands of Heber Valley, along the shore of Deer Creek, to descend into a "breath-taking" canyon and follow the icy waters of the Provo River to Vivian Park. There, in the splendor of the glacier-carved canyon, enjoy a dinner of barbecued spareribs or chicken. Dessert is served on the train enroute back to Heber City. Entertainment onboard during the trip. Allow four hours for the experience.

Lebanon, Ohio: ***Murder Mystery Dinner*; Turtle Creek Valley Railway;** 198 South Broadway; 513/896-7553, extension 3; 1-A. This ride-'n'-dine event operates Fridays from September 7 through November 9. Board at 6:00 p.m. and depart at 6:30 p.m. to enjoy a one hour train ride through the Ohio countryside onboard a 1920s vintage train, wherein an incident of intrigue occurs. Then, at the Golden Lamb, Ohio's oldest inn, sit down to a three-course meal featuring a chicken entree while the mystery continues and you help solve the crime. Laura Adleta of Cincinnati & More reminds us that her group, out of Hamilton, Ohio, handles reservations and charters at the number given above. Direct all other calls regarding the train to the Turtle Creek Valley Railway, 513/398-8584.

Lahaina, Maui, Hawaii: ***The Original Paniola Express Dinner Train;* Lahaina Kaanapali & Pacific Railroad;** Puukoli'i Station on Puukoli'i Road; 800/499-2307 (from the mainland) or 808/661-0089; *www.sugarcanetrain.com*; 3-A. Every Thursday, departing at 6:00 p.m., enjoy a 35-minute, six mile, steam-powered ride to Kaanapali that includes crossing a 325-foot curved wooden trestle from which panoramic views of the neighboring islands and West Maui Mountains are visible. Detrain for an all-you-can-eat Hawaiian-style barbecue feast, including chicken or ribs (hot dogs for children), as well as live Hawaiian music and dancing. Allow 2½ hours for a run that normally includes a setting sun. Known as the "Sugar Cane Train," a ride on the LK&P gives a glimpse of Maui's rich sugar cane heritage.

Oak Ridge, Tennessee: ***The Dinner Train at Oak Ridge*; Southern Appalachia Railway Museum;** East Tennessee Technology Park (ETTP) on Highway 58 South; 865.241.2140; *www.techscribes.com/sarm/sarm.htm*; 1-C. On the first Saturday of each month, with the complete schedule announced quarterly, a two-hour ride on the ex-Southern Railway branch through the former Manhattan Project K-25 facility. Three-course meals offer a choice of Beef Tenderloin with Mushrooms and Garlic Butter, Chicken Breast with White Wine Sauce, or a Vegetarian medley, and are provided by the staff of Oliver's Restaurant and Catering, which finishes and serves the food aboard a Southern Railway dining car that once operated in Tennessee.

Update: J. David Conrad of the Valley Railroad's *Essex Clipper Dinner Train* (860/767-0103; *www.essexsteamtrain.com*) wrote to correct our entry on his train. "Although the Olde Tymes Restaurant prepares our food," he writes, "all food is prepared on our train in our 1953 former U.S. Army kitchen car."

Conference Call: The Amtrak Customer Advisory Committee has announced its first mini-conference representing the rail

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QUICK! HERE'S SOME MORE!
WE WOULDN'T WANT YOU TO HAVE CROWN SHEET FAILURE AND BLOW UP.
HEY! AS LONG AS YOU'RE AT IT, COULD YOU CLEAN OUT MY ASHPAN?!
NO CAT'S GONNA MAKE A CLUNKER OUTTA ME!

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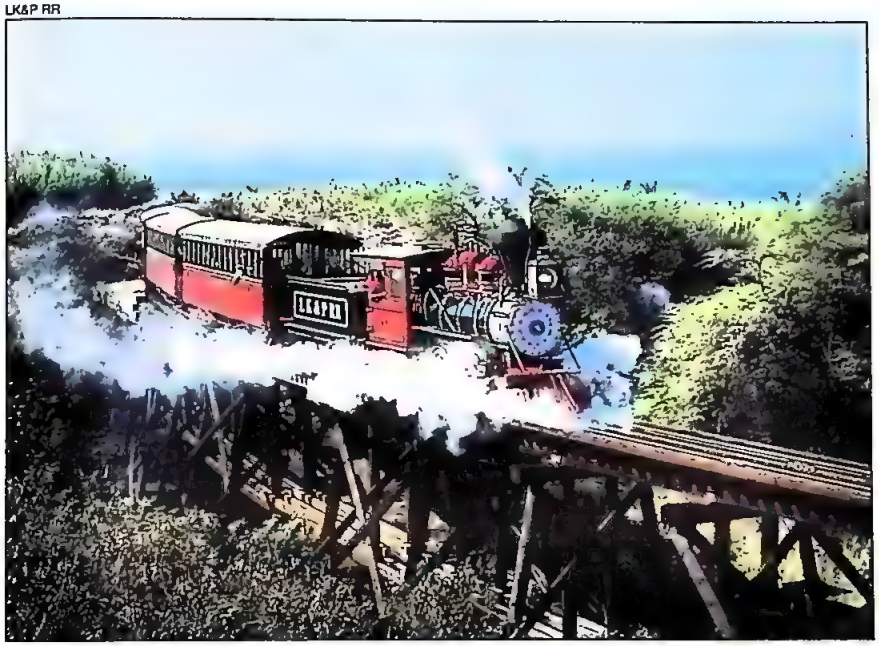

The Lahaina Kaanapali & Pacific Railroad's Original Paniola Express Dinner Train treats diners to spectacular views of Maui and the Pacific Ocean while riding behind vintage steam power.

passenger's interest, to be held on Saturday and Sunday, September 15 and 16, 2001, at the Hilton Garden Hotel in Philadelphia, Pennsylvania, near SEPTA's Market Street East Station. Attendees will include customer and commuter advisory and advocacy groups. For more information contact Dr. Richard Rudolph at 207/642-5161 (phone or fax) or write the ACAC at P.O. Box 9373, St. Louis, MO 63117

A note of thanks to Thomas Thornquist in Florida, who, as always, was the first to call my attention to several of the dinner trains described above.

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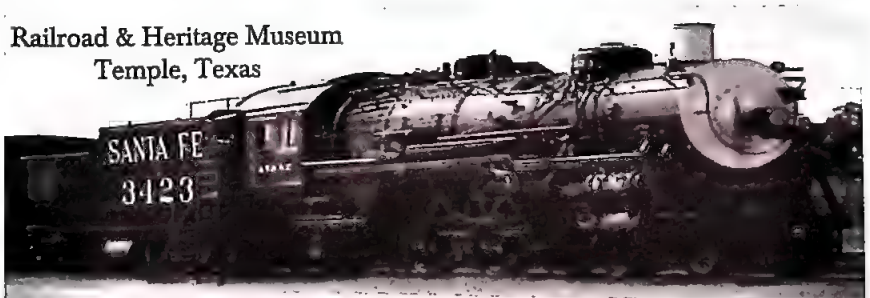

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Transit Currents

Light rail, transit and commuter rail news

New streetcar

On Wednesday, March 21, 2001, rail laying started for the new streetcar line in Tampa, Florida. For some time workmen have been digging up the brick streets in Ybor City and replanting trees along Channelside Drive. Some 40,000 feet of steel rails will be placed along the 2.3-mile streetcar route, which runs from 8th Avenue to the Tampa Marriot Waterside Motel. It is expected that the new trolley will begin operations in 2002 and will eventually attract about a half million yearly riders.

The riders are expected to come mainly for those seeking entertainment in the Channelside and Central Ybor entertainment complexes, which are principal stops along the new trolley route. The city of Tampa and the Hillsborough Area Regional Transit Authority will provide the service with eight replica Birney double-truck safety cars, similar to those that served Tampa until 1946.

The tracks will run in the vicinity of Ice Palace Drive from the Tampa Marriot Waterside, and then north to Channelside Drive and then past the Garrison seaport and the Florida aquarium. The rails will run north along Channelside Drive to 8th Avenue in Ybor City, and then turn east and eventually pursue a path north and west from the Tampa Marriott Waterside and the Tampa Convention Center along Franklin Street toward the center of the city. April 2, 2002, is the expected date when the rail service will start. Many thanks to Donald J. Buckley for the information.

Good news from Washington

The Clinton administration was very friendly toward mass transit and the White House supported substantial increases in federal funding for transit. At the end of February 2001, it became clear that the Bush administration was also going to be a strong supporter of transit. Indeed, the present administration proposed increases in federal funding by $486 million. This would mean that the total for fiscal year 2002 would be $6.7 billion in federal transit investment. The final version of the President's budget will provide details.

Readers should recognize that the federal input over almost 40 years has been primarily one of providing leadership as well as dollars. At the present time, state and local governments are contributing far more to the cause of improved public transportation than is the Federal Transit Administration. The federal funds, however, are appealing and permit leveraging state and local dollars to get more bang for the buck.

Slow train in Georgia

Some years ago there was much enthusiasm when Governor Barnes of Georgia was pitching strongly for new commuter rail lines to serve the Atlanta area as links to other parts of the Peach State. Now a letter from William J. Fragaszy expresses his disappointment that the whole commuter rail business is on a slow track. It is expected that it will be delayed at least a year because the recent legislative session in Georgia did not include any money to move the plan forward, so that there was no cash budgeted for fiscal 2002. Without the money, nothing can be done. There was some hope that commuter trains would begin to run between Atlanta, Athens and Macon by 2004, prodded on by positive noises from the state transportation officials and Governor Roy Barnes.

Obviously there are many needs in any state budget, but Atlanta suffers from some of the worst traffic jams in the United States, and there are always concerns about air quality. Ten-lane superhighways with traffic inching along is no encouragement for businesses to locate in Atlanta. Again, many thanks to Mr. Fragaszy.

The death of Robert S. Wilson

Robert Sidney Wilson was born in Yakima, Washington, on February 25, 1912. He died in Yakima on February 17, 2001. Mr. Wilson is known primarily for his efforts involving public transportation, especially light rail and streetcars. He was one of the founders of the Historic Trolley service in Yakima, which commenced public rides upon the Yakima Valley Transportation Company in 1974. He was on the Historic Trolley board of directors for many years. The cause of restoring passenger trolley service to Yakima was aided by Mr. Wilson's diaries from the 1920s to the 1940s. He was an inveterate traveler and kept detailed notes on his journeys from the 1930s to the 1970s. He was the writer of the twelve-volume series *Trolley Trails to the West,* which involved personal descriptions and histories about streetcar systems throughout the west.

Robert Wilson was the west coast correspondent for the Electric Railroaders Association from the '30s to the '60s, and was a long-time correspondent with friends throughout the United States and the rest of the world. Like the late Ira Swett, Robert Wilson was interested in the music of theater organs.

This information was sent to me by both Henry Korman and Kenneth Johnson. Ken writes that "he helped me a lot with my Apple Country Interurban and I will truly miss him."

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

rails in Tampa

Busy museums

Late in 2000 the Rockhill Trolley Museum in Orbisonia, Pennsylvania, announced that it hoped to expand its track. For 35 years museum members have dreamed of having the trolleys operate all the way to Pennsylvania Route 522. That will soon to be a reality. The extension is to be nearly 3000 feet long. A contractor will be employed to build the track, drill the holes and set the poles, and string the overhead. For more information, contact the line at *www.rockhilltrolley.org*.

Meanwhile, way out west, the Orange Empire Railway Museum (P.O. Box 548, Perris, CA 92572-0548) is undertaking the painstaking restoration of Pacific Electric "blimp" No.498. The restoration of this car requires a great deal of work. For example, the museum fabricated new mahogany window sashes, which are completed, and they are now busy reinstalling all the hardware. All the seats have to be removed and the frames will be rechromed. Of course, the interior will be repaired and light fixtures cleaned, rechromed and reinstalled. Volunteers are always needed at all the railway museums, so if you are in the vicinity of either of these places make sure to contact museums and volunteer your services.

Flashes

George Pricskett sends information to reminisce about. In the 1890s a horse would pull streetcars from the Cherrelyn section of Englewood, Colorado, to the electric trolley line that operated on Hampden Avenue. The horse pulled the car up the hill to Quincy Avenue and then was unharnessed and put on a specially made platform for the ride back to the bottom. The **CHERRELYN HORSECAR** has been restored and is now on display on special occasions.

Peter Perreault informs me that the **MASSACHUSETTS BAY TRANSPORTATION AUTHORITY** expects to get $20 million for selling the rights to add corporate names at four subway stations. This follows along with the name game that has changed the identity of many sports arenas. The stations in question in Boston are Back Bay, South Station, Sullivan Square and Downtown Crossing. In 1997 the MBTA accepted $475,000 from Citizens Bank, which got its name added on to the State Street station for four years; the bank also agreed to pay for cleaning the station.

METROLINK, the Los Angeles area commuter rail service, now provides 15 trips a day each way between Orange, Santa Ana and Irvine in Orange County. Some of these trains start at Los Angeles Union Station or at Oceanside. Others begin at Norwalk or San Juan Capistrano. In any case, there is already fairly intense service in this suburban county and it may be slowly expanded.

Douglas I. Duncan writes that fixed-

JOE GREENSTEIN

***WITH NEW YORK & ATLANTIC CONDUCTOR BILLY POWELL** hanging on, five New York City Transit R142 subway cars are shunted toward the unloading ramp at Fresh Pond, Queens. Up above on the CSX interchange track, the two Canadian Pacific SD40-2s that brought the cars down from Saratoga, New York, wait for the return trip. The cars originated at the Bombardier plant in Plattsburgh, New York. At Fresh Pond, the NY&A rolls the subway cars off their TTX flatcars using a specially consructed ramp. Traveling on their own wheels, the cars are then hauled down NY&A's Bay Ridge Branch to the Transit Authority's Linden Shops. NY&A trainmaster Ken Ready explains that the R142 cars arrive in units of five. Usually, two units (ten cars) are delivered each week. Within the next two years, a total of 800 subway cars will have passed through Fresh Pond, with an option for more.*

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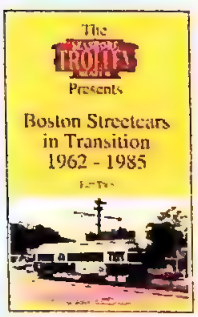

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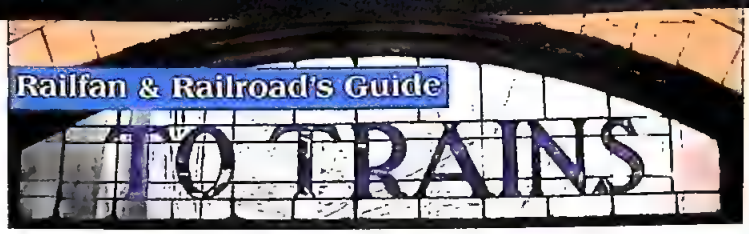

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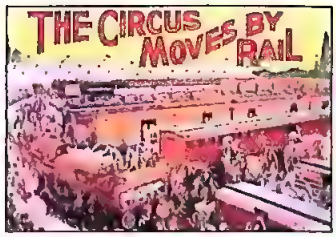

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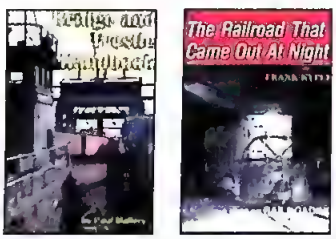

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guideway transit is being urged to link the LAS VEGAS airport with the famous Strip. The present one-mile monorail from the MGM Grand to Bally's hotel-casinos will be extended to the Sahara Hotel. This will make the route 3.8 miles long. Mr. Duncan notes that if it was extended to the airport on the southern end and up to the old downtown near Fremont Street, the monorail would be much more than a peoplemover between hotels. To that end, the Nevada State Department of Business has recommended a $650 million tax bond issue to extend the monorail along the Las Vegas strip. Thanks also to Charles Bogart.

It is expected that the Dallas Area Rapid Transit will loan 29 spare LRV's to the **UTAH TRANSIT AUTHORITY** during the February 2002 Winter Olympics. The Dallas cars won't be needed until the first segment of two new extensions are opened in the summer of 2002. The DART cars should be in Salt Lake City from September 2001 to April 2002.

The **BOEING STANDARD LIGHT RAIL VEHICLE** was not a popular mechanism and only Boston and San Francisco used the cars. Even so, SLRV examples are worth preserving. The Oregon Electric Railway Historical Society is the possessor of the only Boeing-Vertol SLRV that is preserved by a museum group in a collection of historic rail equipment. Thanks to *The Transfer* of the Oregon Electric Railway Society (P.O. Box 308, Lake Oswego, OR 97034). The news makes me realize how much time has passed; I rode on the SLRVs of both MBTA and MUNI when they were about brand new.

Next Month

Coming up in....

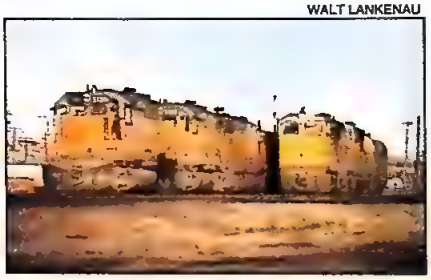
RAILFAN & RAILROAD

BEN MARTIN

• **SUSQUEHANNA UP-STATE:** Despite the loss of stack train traffic, the NYS&W's Northern Division in New York remains upbeat and customer-focused. Ben Martin looks at current operations on this railroad that has returned to its roots.

• **"CHIAN," 1971:** Eager to experience the legendary Union Pacific main line through Wyoming, college student Walt Lankenau rode Amtrak's colorful San Francisco Zephyr from Denver to Cheyenne over the Thanksgiving holiday with a Pentax full of Kodachrome II.

WALT LANKENAU



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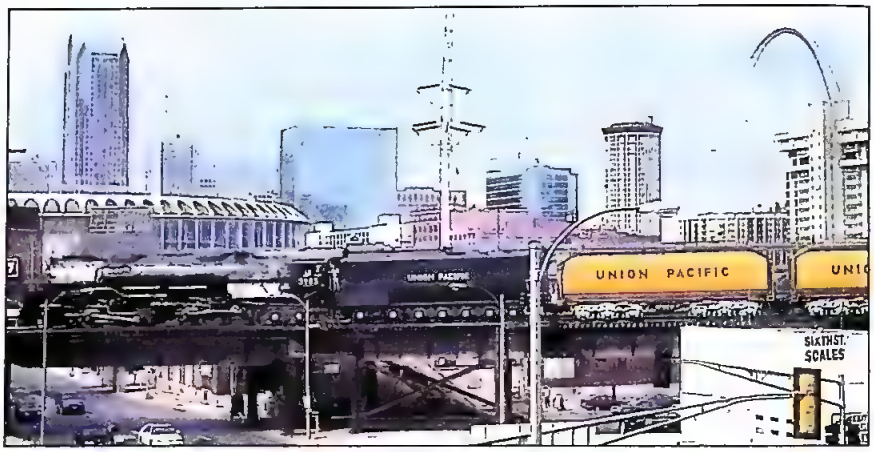
Looking West in St. Louis

JOHN BIEHN



ABOVE: *The first rail trip of the 2001 NRHS Convention featured Union Pacific 3985 crossing the Mississippi River from Illinois on the way back from Gorham on June 19th.* ***BELOW:*** *Earlier in the day the 4-6-6-4 was speeding through the Kaskaskia River bridge in Randolph County.*

JOSEPH M. CALISI

THE 2001 CONVENTION of the National Railway Historical Society was held in St. Louis from June 18-23, featuring two main line steam locomotives and a variety of other activities. The rail activities began on Tuesday the 19th, with Challenger 3985 wheeling a trip down the Illinois side of the Mississippi on the former Missouri Pacific to Gorham, where UP's Chester and Chicago Subdivisions meet. The trip ran on the advertised, and a couple of photo runbys were held.

On Wednesday, convention-goers were given an overview of some of the railroad attractions around St. Louis. A tour of the St. Clair extension of the Metrolink light rail system was held, including a visit to the shop facilities. Also offered was a trip to the Museum of Transportation in Kirkwood, where a plaque was dedicated commemorating the ground-breaking of the first railroad west of the Mississippi (the Pacific Railroad in 1851). The twelve-inch live steam Wabash, Frisco & Pacific Railroad, which operates over original Pacific Railroad right-of-way. The day finished (or did Thursday start?) with a dinner train trip on RailCruise America's trainset powered by F-units. The trip ran very late, however, with folks getting back to the motel sometime after 1:30 a.m.

It was back to main line steam on Thursday, as Frisco 1522 powered a trip over the former Burlington up the west side of the Mississippi to West Quincy, Missouri. The mighty Mountain performed flawlessly, although rail traffic and trackwork conspired to delay the trip by almost four hours. On a positive note, during one trackwork delay an extra photo runby was tossed in for the passengers. That night the RAILFAN & RAILROAD Night Photo Session was held, with participants first shooting Challenger 3985, which was being prepared for the next day's ferry move to Kansas City. Then it was back to the bus for a ride to the Museum of Transportation where Dick Olson brought out his 1928 Franklin automobile to pose next to the museum's newly-restored 1914 St. Louis Car Company streetcar (built for the St. Louis Waterworks Chain of Rocks plant to haul employees and some chemicals into the plant).

Railfanning is

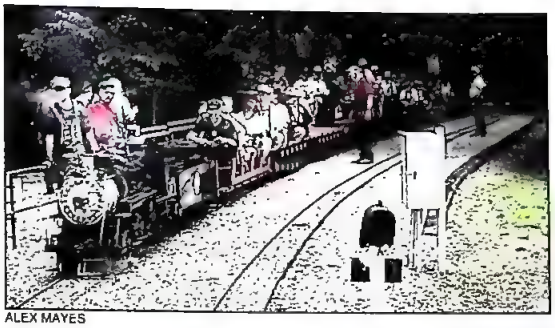
Remembering your son's phone number is a Boston &Maine 0-8-0, a Reading RS3 and a New Haven DL109.

DAVID ENGMAN

Friday was a day of seminars and meetings, with topics including the 1522, the Eads Bridge, the Terminal Railroad Association, the Wabash, the Katy, light rail and high speed rail. At the NRHS directors' meeting approval was given to a Baltimore convention in 2003 (hosted by the Washington, D.C., Chapter) and the Twin Cities in 2004 (next year it's in Williams, Arizona). The Friday night banquet featured *Trains* columnist Ed Ellis as speaker.

The Convention wrapped up on a perfect note on Saturday, as 1522 put on a spectacular performance on old home rails, stomping to Newburg, Missouri, over ex-Frisco trackage. The 4-8-2 is perhaps the loudest steam locomotive running in North American today, and the run up Rolla Hill was a noisy, smoky experience for those onboard and lineside. The trip ran so well that it appeared arrival in St. Louis would be considerably early, so a photo runby or two was added as the train approached the city.

Conventions like this come from a lot of hard work from a lot of people. Kudos to convention chairman Neil Norkaitis, co-chairman Al Howe and the rest of the staff. Thanks must also go to the folks at the railroads without whose help there would be no trips. William Ladd, James Poe, Harold Weisinger and Norel Pride were the folks at Amtrak who helped, along with Steve Lee from Union Pacific, Rich Wessler and Rick Depler from BNSF, Kathy Louth and Dan Dewes from RailCruise America, Patrick McLean and Terry Mulcahy from Metrolink and Robert Meier and Jim Schwinkendorf from the St. Louis Steam Train Association. —*S.B.*



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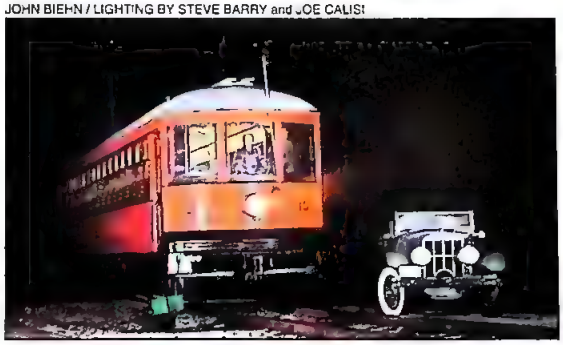

TOP: *The Wabash, Frisco & Pacific entertains NRHS members on June 20th during the Society's annual convention.* ***MIDDLE:*** *RailCruise America's equipment was used for a dinner train ride also on the 20th. The equipment sits under the trainshed at St. Louis Union Station two days later.* ***ABOVE:*** *The Museum of Transportation was the scene of the* RAILFAN & RAILROAD *Night Photo Session featuring a 1938 Franklin and 1914 streetcar.* ***BELOW:*** *Frisco 1522 runs over home rails through Stanton, Missouri, on June 23rd.*

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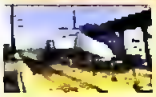
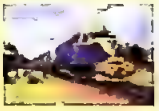


Connecticut, Rhode Island, and southern Massachusetts contain some fascinating railroading. This video shows action on the regional railroads and most of the smaller railroads of southern New England in April of 2001. The railroads covered include Amtrak's newly electrified Northeast Corridor east of New Haven featuring the new Acela trains, the dynamic Providence and Worcester, New England Central, and several short lines. 95 minutes. $29.95.

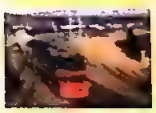


"CSX-NS Shared Assets Lehigh Line"

When Conrail was split up in June of 1999 both CSX and Norfolk Southern gained the right to use CR's Lehigh Line east of Manville in Northern New Jersey to access the many terminals in north Jersey that serve the New York metropolitan area. This busy line hosts all of Norfolk Southern's trains into and out of northern New Jersey, and CSX's trains between northern New Jersey and the Southeast via Philadelphia. This video shows over 24 hours of fast-paced action in April of 2001 on the shared section of the Lehigh Line east of Bound Brook in northern New Jersey. 61 min. $25.95.

"Guilford's Revitalized West End"

This video shows the trains running in April of 2001 on the historic West End of the former Boston and Maine, now operated by Guilford Rail System's Springfield Terminal. This video will first show 24 hours of action, then give a tour of the West End between the railfan bridge at East Deerfield and Mohawk Yard near Schenectady, NY, including the historic Hoosac Tunnel. The West End has seen a remarkable revival since the breakup of Conrail. Three times as many trains traverse the West End today as compared to two years ago. 90 minutes. $27.95.



"CSX in the Berkshires"

On June first of 1999 CSX began operating their share of Conrail including Conrail's Boston Line through the beautiful Berkshire Hills in western Massachusetts - where one would least expect to see CSX trains. This videotape shows all CSX trains for 30 continuous hours on the steepest part of their Boston Line through the Berkshires, the world's first mountain railroad, between Chester and Pittsfield in western Massachusetts in May of 2001. 77 minutes. $25.95.

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Cover One Contest

The first Cover One contest entries have started to pour in, and I've noticed an odd trend. Many of you have entered *horizontal* photos, which immediately cuts your chances of winning by approximately 99.9% (we have never had a horizontal photo place, although they aren't automatically rejected). Look at this issue's cover, folks; it's taller than it is wide. Yes, this magazine's cover has a *vertcal* format! And so, a vertical photo stands an infinitely better chance of winning than a horizontal, which (history has shown) has virtually no chance at all. And I won't even repeat my usual caveat about slides generally being superior to prints for magazine use. — *W.C.L.*

Credit where credit is due

Last month we did a reshuffling of news photos at the last minute and a couple of photo credits got misplaced in the process. If you look carefully at the top photo on page 27 of the September R&R you'll see Pete Swanson hiding in the weeds in the lower right — well, not actually Pete himself, but his photo credit, which got placed on the picture instead of just below it. And the photo of the Big Boy being moved in Omaha was taken by Michael Conner (we cou;dn't figure out where his photo credit got to, but we can't find it on the page anywhere). Our apologies to both Pete and Mike. Now where did I put my car keys . . . ?

Steve

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Railfan & Railroad Advertising Index for October 2001

A
A&R Productions 19
Audio-Visual Designs 18

B
B.R.M.N.A. 14
Barnard, Roberts & Co. 14
Belfast & Moosehead Lake Railroad 58
Big "E" Productions 63
Blubonnet Inn Bed & Breakfast 58
Book Depot 52,53

C
C&O Historical Society 62
Carstens Publications 21,54,56,60
Catenary Video Productions 56
Central Electric Railfans' Association 25
Conway Scenic Railroad 58
Colorado Railroad Museum 62
Colorado Time-Table 10
Crossroads Village & Huckleberry Railroad 58

D
Danbury Railway Museum 59
Daylight Images 56
The Depot Attic 56
George H. Drury 16

E
Elderberry Line 58
Electro Video 10

G
Golden Spike Enterprises 10
Golden Sunset Dinner Train 58
Goodheart Productions 11
Grand Scales Quarterly 54
Green Frog Productions 5

H
Henry Clay Inn 58
Herron Rail Services 22
Hi-Iron Railroad Videos 56
Highball Productions 14
Holiday Vacations 58

I
Illinios Railway Museum 58

K
Kentucky Railway Museum 58

L
LMT Video 24
La Grange Railroad Days 25
Carleton F. Loucks 16

M
Mad River & NKP Railroad Museum 59
Manitou & Pike's Peak Railway 58
Mark I Video 13
Microsoft ..... Cover IV
Monticello Railway Museum 59
Morning Sun Books 20
Mt. Rainier Scenic Railroad 59
Museum & Tourist Line Directory 58,59

N
Napa Valley Wine Train 59
National Railway Historical Society 55
New York Central System Historical Society 24
New York, Susquehanna & Western Historical Society 14,16,24

O
Ohio Central Railroad 59

P
Pine Tree Press 22
Planes, Trains & Automobiles 20
Plets Express 63

R
Railcom 24
Railfan & Railroad 21,64
Railroad Avenue Enterprises 23
Railroad Explorer 10
Railroad Research Publications 55
Railroad Video Quarterly 24
Rails 'N' Shafts 17
Raritan Bay Hobbies 18
Revelation Videos 19
Roaring Camp Railroads 59
Ben Rohrbeck 24
Ron's Books ..... Cover III

S
S&S Tours 25
Schrader Enterprises 10
Seashore Trolley Museum 57
Shasta Sunset Dinner Train 59
Station Inn 58
Stewart Hobbies 21

T
TLC Publishing 15,56
Temple Railroad and Heritage Museum 55
Three Rivers Rambler 59
Trackside Prints 12
Trainfans.com ..... Cover II
TrainWeb 61
Transit Gloria Mundi 57
Tunnel Inn 59

V
Valley Railroad Company 16

W
Western Maryland Scenic Railroad 59

Railroad Atlas of North America

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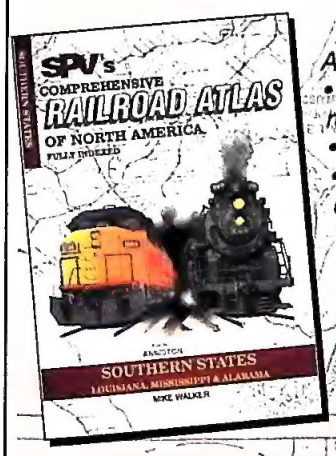

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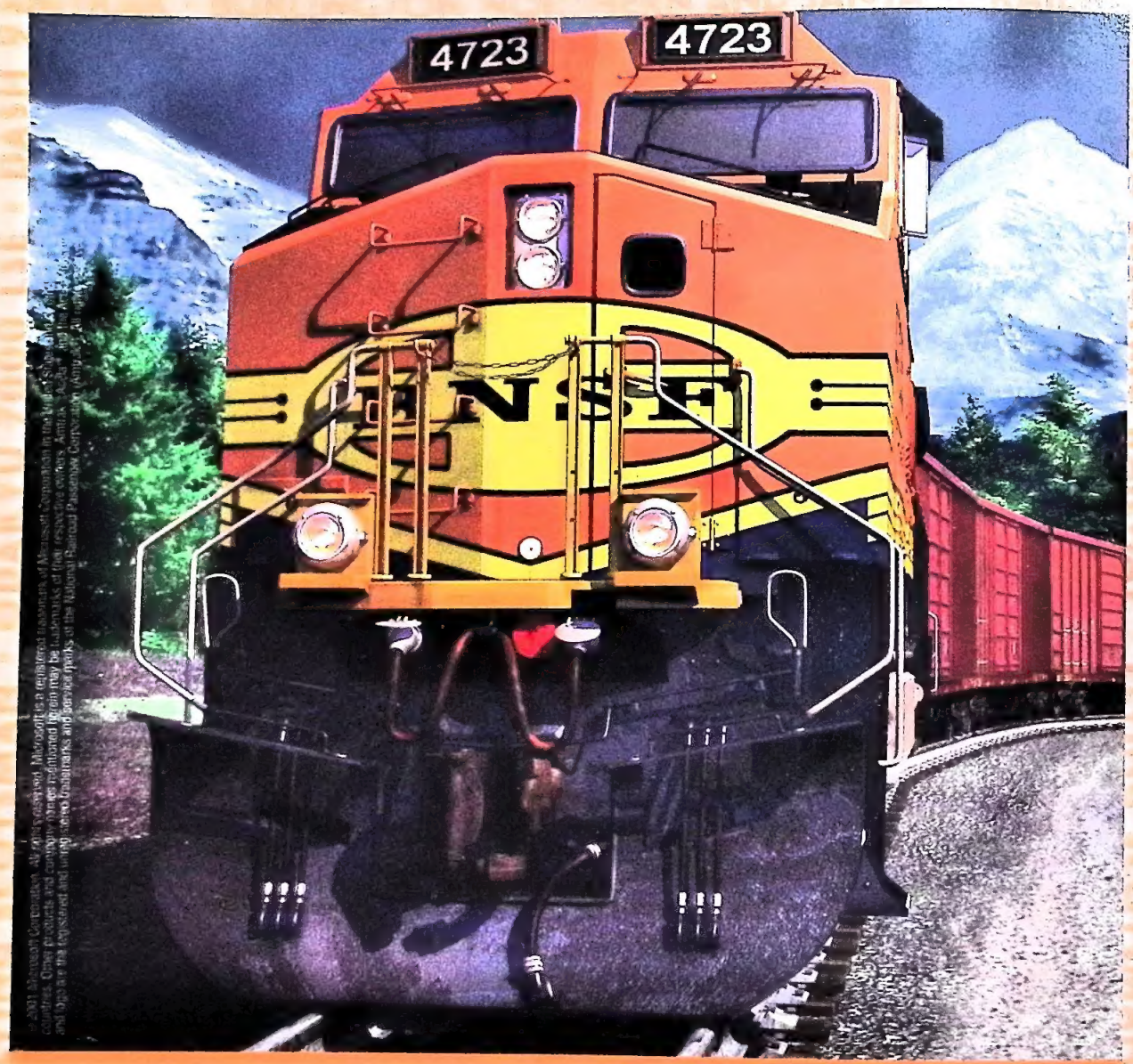

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